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HONGKONG, FRIDAY, AUGUST 31st, 1959.

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PRICE \$21 PER MONTH

New Advertisements will be found on page 4. A FINE OLD BRANDY.

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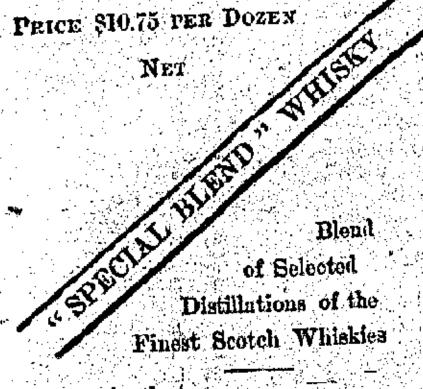
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7.30 a.m. to 8.30 a.m. ... Every quarter of an hour 8.30 a.m. to 9.30 n.m. ... Every ten minutes. 9.30 a.m. to 10,45 a.m. ... Every quarter of an hear 11.30 a.m. to 3.30 p.m. Every quarter of an hour 3.30 p.m. to 6.30 p.m. ... Every quarter of an hour 6.30 p.m. to 8.00 p.m. ... Every ten minutes Night cars at 8.45 p.m. and 9 p.m. and from 0.45 p.m. to 11:15 p.m. every half hour.

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\$14.25 PER EOZ.

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THE AUTHENTICITY of Wine and Spirit sold us is guaranteed independently by the best known Growers or Distillers. BURGUNDY CHAMPAGNE Beaujolais, 1894 Perrier Jonet. 1893 (Monopoly for China) Pommard: 1893

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Take Holdsworth's, 1887 MADEIRA Cossart. Gordon - Finest Dessert SCOTCH WHISKY " Irresistible" BRANDY

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Very Fine Old Brown

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Pale Dry

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PER CASK OF 10 DOZ. PINTS ...

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Arrivals, Departures sand other Shipping Intelligence will be found on pages 5, 6 and 7.

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A rooms, elegantly farnished.

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A. FONSECA, Manager. Hongkong, 1st December, 1899. "BOA VISTA" HOTEL,

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MACAO. HIS First class and well-famed establishment is pleasantly situated in the centre of PRATA GRANDE, facing south, with a charming view of the sea on the front. Com-

Cuisine Excellent Prompt Attendance. Terms very Moderate. L. HING KEE, Proprietor. Telegraphic address "HINGKER"

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Per Case B-SUPERIOR PALE DRY, Dinner Wine, Green Scal Capsulo \$10.80 C-MANZANILLA, PALE NATURAL SHERRY, White Capsule ... CC-SUPERIOR DRY_{i} PALE NATURAL SHERRY, D-VERY SUPERIOR PALE *DRY. . choice Wine, White Scal Capsule ... 14.40 E-EXTRA SUPERIOR OLD PALE DRY, very finest quality, Seal - Capsule Bottled)....

suitable for invalids and delicate stomachs. D and E are after dinner Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED, THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

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one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inscried. Orders for extra copies of DAILY PRESS should be sent before II a.m. on day of publication. that hour the supply is limited. Only supplied for

Telegraphic Address Press-A.B.C. Code. P.O. Box, 33, Telephone No. 12.

Hongkong, August 31st, 1900 REFERRING to the capture of Peking by the Allies the Hoppo of Canton a few days ago telegraphed to some of his subordinates that the embankments between Tientsin and Peking had been cut, the country flooded, the greater number of the allied troops drowned, but that 1,000 or 2,000 (it does | not matter which) Américans had been permitted to go to Peking and escort the Ministers out of that city, as China was anxious to treat all nations with equity! The inference is, and it is understood in that way by the recipients of the telegram, that America having in the past had no trouble with China, she is consequently the least objectionable of the "foreign devils," and so her troops were permitted access to the sacred city. This story is as gravely accepted as it is told, and the task of attempting to bring home the actual situation to such cast-iron ignorance and conceit-short of knocking each individual man's house about his ears—is well nigh hopeless. There is one way, and one way only, in which the Chinese officials can be made to feel that the day has come when civilised powers will decide the policy of the Empire which they have so misgoverned, and that is-to come to the point bluntly—by stopping their pay. Slaughter their wretched soldiers, knock their cities about their ears, insist on as experience has shown in the past, they will continue to act as if nothing had hap. allel to her own, secure the introduction of pened. Cut off or rather regulate their cash | the principles of free trade as against those supplies and you touch them in their vital of protection; and not the least important

at Newchwang can at the best only be a temporary measure called into existence by the exigences of the times; with the re-introduction of settled government the problem of an honest fiscal administration will call for prompt treatment. In a word, financial reorganization of the Empire is the task the Powers must face. Given that, all else will follow. Importation of the vast quantities of arms which have served to encourhonest Customs administration their im- | \$10 wers imposed. portation would be well nigh impossible. In this connection it is a question well worth the consideration of the Powers. whether, in the first place, a general disarmament throughout China should not be insisted on; and, secondly, whether the importation of munitions of war of all kinds B, C, and CC are excellent dinner Wines | should not be prohibited entirely henceforward? The former would not be a difficult task as far as the dismantling of forts, the sale of warships and material, etc., belonging to the Imperial or Provincial governments goes; the chief difficulty would be with the people, the great bulk of whom, and more especially in the southern provinces, possess arms. But even that could be effected if sufficient firmness were shown. The greatest delinquents in respect to the trade in the arms are the various guilds or societies who, under the pretence of arming. "trained bands" for local protection, obtain large numbers of rifles and ammunition. under official sanction, and from their bands these filter through to the various bands of villagers who, quite content at ordinary times to be such, are, when the occasion serves, also quite ready to take part in the pirating of a vessel, the looting of a mission station or the murder of a foreigner. These guilds could be called upon by the various Vicerovs to collect arms in their neighbourhood and deliver them up within a certain time. The Powers would have to be ready to insist on this by force if necessary, and the penalty for carrying arms should be made an extremely heavy one, with the certainty, of its infliction not only on the individual but also on the whole town or village concerned. We are inclined to think the chances of, and, perhaps, the results from, a general uprising throughout China have been over-estimated, due largely to the somewhat unexpected resistance offered by the Chinese foreign-drilled troops to the advance of the Allies on Peking: but, as Admiral Land clately pointed out, these foreign-drilled troops are, at the most, not in any great numbers; the backbone of their resistance has been broken and the mere rabble which constitute the balance of the soldiery of China are not capable of opposing for any length of time the force which the Allies would be prepared to bring against them. An order then from the

Central Government of China, backed by the Allied fleet, would easily secure the dismantling of the defences such as the and that completed a force of from fifteen to any part of China to insist on the Central Authority being obeyed would be sufficient to bring about a general disarmament amongst the people. The nation at large once disarmed, the introduction of financial reform would be less opposed by the searcely veiled threats of the officials that riots are sure to result from the introduction of any such measures. But even without disarmament the introduction of financial reform is not such a difficult question as it is commonly represented to be. provided the Powers will take the matter contractors, and arising out of the construction up in earnest. England might during the of the line, the Correctional Court at Brussels past twenty years have accomplished a great delivered its judgment in favour of the deal in this way had her efforts been inspired Boer Executive. The Boer Government conby a settled and fixed policy; but to day it | tended that the railway cost more than the it is too late for her to think of acting alone, notwithstanding the fact that her interests vastly preponderate over those of all other nationalities. She can, however, still take Peking degrading them from office, and yet, the lead, and combining with those other Powers whose policy is based on lines par-

THE PRESS, FRIDAY, AUGUST 31st, 1900 to change their ways. Up to date, the only | Government to vessels of all nationalities to nation that appears to have grasped this navigate the internal waters on a footing clementary fact are the Russians, who as re- of equality. In this right the British Govported from Newchwang have arranged for ernment possessed a lever capable of raisthe Imperial Maritime Customs to collect ing the weight of official obstruction and revenue there as before, but that the sums corruption which strangles the trade of the of money so collected are to be retained un- country, but, as unfortunately has always til such time as a settlement is arrived at. been the case in the past, our Government. It is a drastic way of doing it, but the re- utterly failed to grasp the importance of the sult of military occupation generally does opportunity thus presented to them. This partake of that nature, and there is not the right of navigation pressed home, as it should slightest doubt that every official and yamen have been two years ago, may even yet be anger-on who depended for his liveli- made the means of extending British inferhood on the contribution made from the re- ests and the British sphere of influence, and venue collected by the Customs will fully what of a necessity follows-free trade prinappreciate, now that his supplies are cut off, ciple. But before that can be done the attitude the fact that the Russians are in actual pos- of the Government towards our merchants session of that part of China. It is not im- must be changed from that hitherto adopted; possible that the fear of a similar control of an attitude which was exemplified by Lord the Shanghai funds has induced the Yang- Salisbury's deliberate declaration of policy tze Viceroys to maintain the attitude of and which the Shanghai correspondent of those granted to the regulars, and also a fair neutrality which up to date they have wisely the Times justly characterised as the old proportion of honours and rewards. adopted. But such action as that of Russia policy of the repression of the British mer-

> It is announced in Paris that Colonel Marchand has applied for permission to proceed to

> During the 24 hours preceding noon yesterday there were reported one fresh case of plague and one death from the disease.

spector L. C. Brett gave evidence against the many's prestige in Asia, the English will be for the want of funds, and because under an their ground floors. Fines ranging from 82 to bow to the inevitable.

> Yesterday afternoon Mr. G. P. Lammert offered for sale by auction at his sale room in Duddell Street, three lots of Crown Leasehold property, situated at the rear of the premises known as "Bentica." Lot 1, which contains 4,981.58 square feet, was purchased by Mr. Alvares for 90 cents per foot. Lot 2, which contains 3,040.38 square feet, was bought by Mr. Rustomjee for the same figure. Lot 3 was

> The Indian Planter's Gazette, in speaking of the possible result of the trouble in China, sees prospective good for the Indian tea industry. The export of tea from China, both through the ports and overland, is likely to suffer serious derangement, and India's opportunity must be quickly seized. The chance appears to have come, adds the Gazette, for which we have been waiting so long, of making another, and a greater stride in the direction of opening out fresh markets for what should be India's most flourishing trade.

Of the fifty-five ships mobilised for the naval manoeuvres this year, the Adriadne, Cumperdown and Jaseur, besides some others, are miralty found too expensive, but a product of | hood of Kimberley. the Vernon. The torpedo officers have charge of the installation in each case. The manœuvres this year were entirely of a wireless telegraphy

There is every prospect that in the course of time the Irish Guards will come into existence, says a recent issue of the Manchester Courier. The order creating them was issued on April 28, and since then there have been many inquiries by recruits as to when and where they can enlist. Up to the present, however, the Irish Guards consist of a few officers who have been ordered to join them, whether they would or no. The War Office are meanwhile devoting their energies to a consideration of the badges and buttons the men are to wear. When they have decided on these, they will proceed with the formation of the regiment. Unfortunately, adds the Courier, it is quite possible that by then the public will have forgotten the occasion which called the regiment into existence.

There is promise of a lively controversy over the future administration of that vast ac-Fund, states the Daily Mail. An impression has got abroad that the small, joint committee of both Houses of Parliament appointed to consider as to how the fund can Bogue, the Woosung and Kinng Tin forts, be more economically handled may report in favour of amalgamating it with the fund, to twenty thousand men prepared to move of the Ecclesiastical Commissioners. The capital of the Queen Anne Bounty now excoeds £6,000,000, and opposition is being organised to the idea of handing over a sum laymen to one on which bishops and clergymen predominate. The Lord Mayor of London and the Court of Aldermen, members of the existing board, are taking the matter up, and it is not unlikely that the Queen's counsel will follow suit.

A despatch from Brussels to the London Daily Express states that after a protracted hearing of the case brought by the Boer Government against the Selati Raiway directors and amount agreed upon, and sought to recover the money overcharged. The defendants, on the other hand, alleged that the increased cost was in consequence of the heavy bribes which had to be paid to Kruger, Eloff, and other Boor officials for the concession to construct the railway. The two Oppenheims and the advocate, M. Warnant, were each sentenced to a year's imprisonment. The sentence passed spot and bring home to their minds with aid to the introduction of those principles is ment, while the other defendants, M. Louis irresistable force the fact that they have got the right already granted by the Chinese | Warnant and M. Bracconier were acquitted.

Edward Charles Control of Parish Control

The contract to provide 208 guns and armament for eight Turkish ironclads has been secured by Krupp against Armstrong.

About a hundred and fifty officers of the British Army are expected to arrive in India next month to fill existing vacancies in British

There is considerable uneasiness, says a home paper, among the British public on account of the excessive purchases of smokeless steam coal by Franco and Russia.

The captain of the Russian transport Vladimir, which arrived in Singapore last week, reported picking up a ship's boat (white and marked XH) just off Zingapore.

Lord Lansdowne, Secretary of State for War, has stated in the House of Lords that the Colonials would receive the same war medals as

The Admiralty Court have awarded £2,000 to the steamer Benvorlich for, when on her way from Hongkong to Rangeon in February last, rendering assistance to the steamer Glenariney which was aground in the Straits of Maiacca.

Does Germany really contemplate becoming the leading Power in the Far East, asks Volkzeitung, a Viennese journal? If that be so, At the Magistracy yesterday Sanitary In- and if the result be an enhancement of Gerage lawlessness, not repress it, would cease occupiers of eight houses for having cubicles on painfully affected, but they should nevertheless

> The betrothal of Princess Alexandria, daughter of the Duke of Cumberland, to one of the two sons of Prince Regent Albert, a society journal announces, means a complete reconciliation between the Duke of Cumberland and the Prussian Royal House, and the end of a family fend which has lasted over thirty years.

> Brigadier General William Ludlow, formerly military attaché to the United States Embassy in London, who was recently appointed Governor at Havana, with his A. D. C., Lieut. Halstend Dorey, have gone to Berlin, the former to study the German, French, and English military systems.

The Marquis of Tweeddale, K.T., has resigned his position as chairman, and the Boards of Directors of the Eastern Telegraph and Eastern Extension, Australasia and China Telegraph companies have elected as his successor Sir John Wolfe Barry, K.C.B. The Marquis of Tweeddale retains his seat as a director. on both Boards.

As the result of a consultation with Dr. Kech, specially fifted for wireless telegraphy, says the the eminent German physician, who has come Engineer a journal generally well-informed out East to prosecute certain enquiries. Dr. on naval matters connected with engineering. Lowson left yesterday afternoon in the Crown The Majestic, states the same authority, has also of Arregon for South Africa. He is suffer, been fitted, and so, we hear, has the Dindem. ing from an affection of the lungs, and has been The system is not Marconi's, which the Ad- ordered to spend a few months in the neighbour-

> At about half-past five on Wednesday night a large kerosone jank, moored at the Standard Oil Company's Wharf at West Point, caught fire. The flames having got good hold, it was recognised that it would be futile to attempt to extinguish the fire. All that could be done was to prevent any of the other shipping from becoming ignited. One of the police launches accordingly towed the jank towards Capsuimoon Pass, where the fire burned itself out. The scene presented was a magnificent one. Not only the junk itself but the oil which had escaped on to the surrounding water was ablaze. Fortunately the wind was blowing outwards or else it is more than probable that the fire would have been spread and considerable damage done. The injury to the junk was estimated at \$1,000 and to the kerosene at \$500.

The Panama rebellion is now at an end. The last battle between the city folk and the Colombian rebels was fought on the 25th July, and was the fiercest ever fought on the Isthmus. cumulation known as the Queen Anne Bounty The Government troops, aided by every ablebodied man in the city, manned the entrenchments. The rebels charged with all the fire of J the reckless Spanish-American soldiery, and were met with splendid courage. Sometimes the machine guns and rifles fired point blank muzzle to muzzle, so close and desperate was the disk where they were. hand-to-hand struggle. Eleven times the insurgents charged, and eleven times they were repulsed. The trenches were heaped with dead. The peace treaty which was signed after the enormous from the control of a board mainly of | battle grants amnesty to all the revolutionists provided they give up arms, ammunition, and ships. Officers are permitted to keep their swords. The foreign adventurers are to be banished in one week, and political prisoners are to be released.

> CANTON. FROM OUR CORRESPONDENT.

Canton, 30th August.

ALL FEWSPAPERS SUPPRESSED. All the newspaper offices here are closed to-day and their publication has been stopped by order of the Chinese Authorities. This is a penalty for publishing statements which they ought not to have published. The measure is also dictated, it is supposed, by the apprehension that they might by their publication excite the feelings of the public.

From another source we hear that the suppression is attributed to the fact that Cunton papers reproduced from the papers here the report that the Japanese had succeeded in taking prisoner the Chinese Emperor.]

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

Amor, 30th August, 10.45 a.m.

THE TROUBLE AT AMOY. H. M. S. Isis arrived here yesterday and the Japanese cruiser Tsukushi came in this morning. The exodus continues and half the population of Amoy has left in panic.

> DISASTROUS RESULT OF JAPANESE ACTION.

The city is almost deserted, business is at standstill, and gangs of thieves are busy at work. The Japanese action is directly responsible for this state of affairs.

Amov, 30th August, 3.25 p.m.

MARINES FROM "ISIS" LAND AT AMOY.

At 2.30 p.m. to-day H.M.S. Isie landed 70 armed marines in the British Concession. Messrs. Butterfield and Swire's godown is serving them as barracks.

LONDON, 29th August, 8.5 p.m.

AMERICANS PREPARE FOR WINTER CAMPAIGN.

Preparations now being made at Washington point to a winter campaign in China. A FRENCH SUGGESTION.

The Temps advocates an European guard for Peking to be recruited from some neutral nation like Switzerland.

M. PICHON'S DESPATCH.

M. Pichon in a graphic despatch to the French Government gives the offensive returns of the Boxers and Chinese regular troops. It is feared that most quarters of the city are in ruing.

WAR IN SOUTH THE AFRICA.

LONDON, 29th August, 8.5 p.m.

MACHADODORP SUCCESS CONFIRMED.

The news of the British success at Machadodorp is confirmed. The guns, however, a whole Russian Army Corps which has been

GENERAL NEWS.

London, 29th August, 8.5 p.m.

MR. BAX-IRONSIDE'S APPOINTMENT.

Mr. Bax-Ironside has been appointed Secretary to the British Legation at Stock-

REUTER'S SERVICE.

London, 28th August

THE WAR IN SOUTH AFRICA. General Buller, south west of Dalmanutha, General Pole-Carew in the centre, and General French, to the north of Belfast, were engaged throughout Sunday. The enemy offered a stubborn resistance, maintaining a hot fire from three Long Toms and many other guns. The country is difficult. The troops bivouseked at

General French repulsed the Boers' extreme left on Sunday; the Guards who occupied a ridge which enfileded the position behaved. splendidly. The firing continued till sunset, when Lord Roberts visited the field.

Commandant De Wet has appeared in the neighbourhood of Heilbron, and three small commandoes are in the vicinity of Senskal and Bethlehem. The Boer raids in Natal are increasing in daring, the objective being the railway, and the Volunteers at Dundee are entrenched, anticipating a rush.

General Bruce Hamilton has repulsed the Boers at Winsburg with considerable loss, capturing Commandant Olivier and his three sons. The railway between Johannesburg and Krugersdorp is cut,

SUPPLY. The Admiralty has held a conference with the coal-owners at Cardiff, and it is understood that they are negotiating for the purchase of

THE ADMIRALTY AND THE COAL

cargoes affort, to replenish the coal depots LATER

THE SOUTH AFRICAN WAR. BRITISH SUCCESS. General Buller was decidedly successful yesterday, capturing a very strong position.

battle continues.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

The transport Formora left for Taku yester-

day with troops for the north. The transport Matiana started yesterday on her return journey to Calcutta.

leaves for the north to-day.

THE ROMAN CATHOLIC REFUGEES FROM YUNNAN.

The German squadron now in the harbour

Four French priests and a number of followers arrived yesterday, says the Bhamo correspondent of the Rangoon Gazette, writing under date the 10th inst. They were escorted from Talifu to Nampaung by 20 armed soldiers. They were 26 days on the road and suffered much from the heat, wind and rain; but strange to say they are all looking remarkably well except their elder or bishop, an elderly gentleman, who is very much reduced. It was through the kindness of the military officers at Tali that they obtained their pass and escort of troops. They report the country unsettled and trade at a standstill. They met with no opposition or insults until they came near the frontier, where they would have had some trouble had it not been for Mr. Hobson. They state that the China Inland missionaries will doubtless attempt to reach Shanghai, while their fellow. priests in Southern Yunnan will move south. A leading Chinese merchant when asked what he thought of the state of affairs in China said the "Old Empress is a bad woman." When asked why the white people in Burma did not turn upon the Chinese, kill and take their property, he replied, "You have a God, you have

MISCELLANEOUS

News has been received, says a Simia despatch dated the 10th instant, that 4,000 Loc-Enfield rifles have been shipped in the P. and O. steamer Ejypt which left London on August 2nd. Another 6 000 were sent a week later.

According to a telegram from Allahabad bearing date the 10th inst, the question of recalling the Staff Corps officers from leave in England is again under consideration, as the demand for extra regimental officers for the Third and Fourth Brigades has to be met. The Pioneer says it would seem advisable to take this step forthwith.

. A rough estimate of the cost of the China Contingent, prepared on the 30th ultimo, i.e., before the mobilisation of the 3rd and 4th Brigades, places the initial expenditure at 1,550,000l, the whole of which at present. falling on the Indian Government. This includes hospital ship and Marine charges for the transport of the First Division and Cavalry Brigade to China. Recurring charges for pay, rations, forage and miscellaneous outlay are placed at £80,000 monthly.

Capt. Williams officiating Cantonment Magistrate at Rangoon rejoins his regiment, the 6th B. B., which is under orders for China, on relief by Capt. Ormiston.

The Russian Government is buying large quantities of coal in the United States for shipment to Port Arthur.

According to the New Zealand Times the Admiral at Wellington has arranged for the China fleet to be supplied partly with coal from that port.

What amounts to an acknowledgment of the failure of the Trans-Siberian railway as a means of military transport is the fact that mobilised at Odessa for transport to Taku is to be conveyed to China by steamers of the Volunteer Fleet.

By the last French mail we learn that the Brussels' Burgomasters' scheme for organising a Belgian Volunteer Expedition to China las met with enthusiastic approval by the House of Representatives. The Petit Bleu, a Brussels journal, states that a high personage has contributed three million francs, (£120,000) towards the necessary funds of the Expedition. Enlistment was proceeding briskly when the mail left, and M de Favereau speaking in the House on the subject said that if the Belgiun residents of Shanghai were threatened. they would receive the hospitality of the Dutch

warships. Mail advices from London, dated the 11th inst., state, among other things, that the German Emperor has ordered the despatch of 5,000 more troops for China.

A despatch to the Indian Daily News from Odessa, dated the 10th inst., states that 50,000 more troops are going from European Russia to China to protect the Siberian frontier.

ARMS REGULATION AT MACAO.

IMPORTANT TO HONGKONG SPORTSMEN. We are requested to publish the following letter, which has been received by the Colonial

H.B.M's. Vice-Consulate, Macao, 28th August.

Sir,—I have the honour to inform you that I have to-day received a despatch from the Colonial Secretary here enclosing the Boletim Official marked, which I now forward you at his request. By this you will perceive the import and export of Arms and Ammunition as regards the Colony of Macao is strictly forbidden. The Colonial Secretary in his letter further goes on to draw attention to the effect this may have on Hongkong sportsmen landing and going out of Macao to shoot in Chinese territory. This is strictly forbidden, as it is forbidden for anyone residing in this colony to go out of it in the possession of arms, the country beyond the borderland being considered unsafe just now.

For my own part I should wish you to make it known to intending shooting parties in Hongkong that, should they desire to go shooting in Chinese territory in the vicinity of Macao by evading Macao and Macao Waters, they should provide themselves with passports from the Canton Consulste, through whom redress and assistance will have to be obtained in the event of any trouble to them arising. I have, etc.,

kong.

(8d) F. OUGLEY SEATON, Vice-Consul. The Honourable the Colonial Secretary, Hong-

HONGKONG SANITARY BOARD.

meeting of the Hongkong Sanitary Board was leaving five still under treatment, and all these held. Dr. Bell (Vice-president, and Ading-five are convalescent and can be discharged Principal Medical Officer) presided, and there soon. As the plague has now almost entirely were also present Mr. Looker (Acting Director of Public Works), Dr. Hartigan, Dr. Clark | so heavy, I shall feel greatly obliged if you will (Medical Officer of Health), Mr. J. McKie, Mr. E. Osborne, Mr. Fung Wa Chuen, and Mr. G. A. Woodcock (Secretary).

THE LATE LIEUT. COL. RYAN, E. A. M. C. The VICE-PREISDENT said that before proceeding with the order of the day he wished to bring forward a resolution of regret at the less they | Military East Block of married quarters. had sustained by the death of one of their memhers. Since the Board met last Colonel Ryan. R. A. M. C., had succumbed to an attack of pneumonia. As they all knew Colonel Ryan took a great interest in Sanitary matters in their own arrangements for water for flushing the Board, and the Board could ill afford to lose | nullah. I object to any further drain on the a member, especially when that member was a filtered town-water supply." medical man, and one who had served in one of the best medical schools in the world. He bogged tigan that no filtered water should be used for to move that the Board express its deep regret | this purpose." at the death of Colonel Ryan of the Royal! Army Medical Corps.

Dr. Hartigan said he had deep regret in seconding. Colonel Ryan took a very great interest in everything which went on there, and at the time of his death was actually preparing a scheme for the better battling with plague in the colony. He was a man of very distinguished service in the army, and there was one thing which he did of which he believed none of the members were aware-it had certainly not appeared in the papers - and which he thought deserved the highest recognition. When stationed in Crote he got notice from some of his Indian servants the Hospital. His application was refused, and | Street:he said at once, "I am not going to see my men

held themsoutside. The attack came on and was repulsed. He got this not from the Colonel himself, because he never boasted, but from officers of the Garrison who were aware of the circumstances. The Colonel was never even thanked for his work. The whole report was burned. Instead of his getting the Distinguished Sorvice Order, as he undoubtedly should have done, he got nothing. Their small mark of recognition would show that they had done what they could in a small way in recognition of his services.

The proposition was carried.

THE PROPOSED DAILY BYE-LAWS. The proposed Dairy Bye-laws submitted at the previous meeting were again laid before the August:-

The Bye-laws were gone through, each one being considered separately. Several alterations were decided upon, and it was decided to publish them before they are submitted to the law officers of the Crown and to supply the dairy keepers with copies. .

THE INSPECTOR'S QUARTERS AT KENNEDY-

Dr. HARTIGAN said he rose to a point of order to request the Chairman to take out of the lift of confidential business "No. 4the letter from the Colonial Veterinary Surgeon re the Inspectors quarters at Konnedy-He had spoken to two of the unofficial members and they agreed with him that it would be much better to discuss the matter in

Mr. McKie seconded, and Mr. Osnowne supported, and the motion was carried. The papers relating to the matter were then

submitted... Dr. HARTIGAN moved that the Government

be requested to provide suitable quarters for the Inspector at the Cattle Depot, the house at Kennedy-town now occupied by him, being most unhealthy and in its present condition | hardly see how 878 can be called ridiculous. unfit for human habitation. This matter had been under discussion for some two or done nothing. Every man who had lived Colonial Secretary was submitted :in this particular house had been ill. Inmarkets, was not ill for 18 months, but when his work satisfactorily if he was ill every day. It was most important that the man should be thoroughly well up in his work and thoroughly well able to do it. As to the state of the place, he was down there the previous day and made a careful examination. The house was built right in the angle of the hill. It had got a bank on three sides and the fourth side was facing a valley through which no air came. In fact the only air hogot was practically poisonous air from a little stream in the valley, and the breeze from the see was cut

off from the house. The VICE-PRESIDENT thought it would be better to have a definite suggestion to make. He thought there was no question that the man suffered from malaria, but he thought it would be better if he were to move a resolution that a small committee of the board, composed chiefly of medical men, because nobody else knew anything about malarial sites----Mr. McKie-I rise to a point of order, sir.

We do know a little bit about malarial sites. The VICE-PRESIDENT-Thank you, perhaps you do, but I think it would be better to have a small committee; perhaps Mr. McKie would be on. The Inspector must live down there, and it would be very much better to go down there, make an inspection, and bring a definite. proposition before the Government. Putting on another storey is no good. At any rate l

Dr. HARTIGAN-Linve not proposed another storey. I purposely left that out. I left it an open question.

The VICE-PRESIDENT-Your motion is to provide suitable quarters?

Dr. HARTIGAN-Simply to provide suitable

The VICE-PRESIDENT-Very well, I am out of order. Mr. McKie, in seconding Dr. Hartigan

motion, said he would not let his boy or Chinese servants live in the house occupied by Inspector Watson. It was not nearly so well ventilated as the sheds in which the cattle were housed. Mr. OSBORNE strongly supported the motion.

Mr. Looken agreed with the Vice President that it would be better to have some definite proposal to present to the Government, and ultimately the motion was withdrawn and one proposed by the Vice-President was carried. It was to the effect that Dr. Hartigan, Mr. McKie. and Dr. Clark be appointed a committee to go down to Kennedy-town and look round and pick a site and recommend it to Government.

THE CLOSING OF THE TUNG WA BEANCH PLACUE HOSPITAL. The following letter, duted August 8th, from

the Tung Wa Hospital directors to the Acting Colonial Secretary, was submitted:-"It will be exactly three months on the 12th were opened to receive plague patients, and the kong.—The VICTORIA DISPENARY, and we believe they will thank us for the and some natives bringing up the stores and expenses up to date amount to about \$1,500, in. | LD.

I cluding the cost of repairs. During these three months there have been admitted altogether 219 Yesterday afternoon the usual fortnightly patients, of whom 18 were cured and 196 died, disappeared and in view of the expenses being kindly let me know whether the matsheds should be closed before the fourth month commences. APPLICATION FOR THE BETENTION OF A

TROUGH WATER-CLOSET. An application was submitted for t'e refention of a trough water-closet of five seats at the and Mr. Baddeley minuted "exempt." The following minutes were appended:-

Mr. McKie:--" I agree with the views expressed by Dr. Hartigan. Dr. Hartigan :- "Will the military make

Mr. Chan A Fook -"I agree with Dr. Har-

Dr. Clark :- "I agree with Dr. Hartigan." Dr. Bell:-" Application should be granted." The Hon. R. D. Ormsby: - "Should be granted; 60 gallons a day only asked for; a more drop in the ocean as compared with our supply 'and consumption."

On the motion of Dr. HARTIGAN, seconded by Dr. CLARK, the application was granted on condition that the military authorities made their own arrangements as to water.

At this point Dr. Bell vacated the chair. having an important engagement to attend to. and Lr. Clark was voted to the vacant scat. ON MILK SUPPLY.

Mr. T. J. Wild, Acting Government Analyst, that an attack by Bashi Bashonks was being submitted the following analysis of a sample of contemplated on the hospital. He applied to milk collected and delivered on the 11th August the General in command for a guard to defend by Chief Inspector Dandy from 6, Cochrane "The composition of the milk is as follows:

slaughtered," and—as he was entitled to—he Solids not fat 8.505 parts, fat 4.920, water applied for rifles. The men who were hardly 86-575-100-000. Total solid matter in 100 parts able to get out of bed held rifles at the by weight 13 425 parts, ash in 100 parts by windows, whilst others who were stronger weight 605, specific gravity at 15.5 per cent 1 050 Boric acid, salicylic acid, formalin and cane sugar absent. I am of opinion that this is a sample of genuine milk.

Mr. McKie minuted:-" When was an analysis last made on Dairy Farm Co. or Kennedy's milk ! Dr. Clark minuted :- "In reply to Mr. Mc

Kie, samples from both of the above dairies were sent to the Government Analyst on the 2nd inst. Reports not yet received. Mr. T. J. Wild, Acting Government Analyst

submitted the following analysis of a sample of milk collected and delivered by Chief Inspector Dandy from the Dairy Farm Company at their premises in Wyndham Street, on the 23rd

"The composition of the milk is as followssolids not fat 8865 parts, fat 3-260 parts, water 87.875-100,000. Total solid matter in 100 parts by weight 12-125 parts; ash in 100 parts by weight .635; at)cific gravity at 15.5 per cent 1.030. Milk preservatives absent. I am of opinion from the above result that this is a sample of genuine milk.

Mr. Mckie minuted-" Water 87 per cont.! Very thirsty cows." Dr. Hartigan minuted .-- There is something

curious in the report of this analysis. specific gravity is 1030, and yet the water percentage is high, i.e., 87 875 against 86 normal. It may be accounted for by deficiency horse. I will settle with you." The Indian of fatty matter, 32, against 39 normal. It is a poor milk. The specific gravity in Hongkong milk is usually higher than normal. Another sample might be taken later on." Mr. Fung Wa Chuen minuted- 87 per cent

water ! Ridiculous! Dr. Clark minuted - Average country fee

milk has 88 per cent. of water and town-fed milk has 86 per cent, so that this milk is of

normal quality. Mr. Baddeley minuted—" If 86 is normal !

THE PLAGUE IN AMOY. The following letter, dated June 9th, from three years and yet the Government had H. B. M. Consul at Amoy, to the Acting

"On the 5th inst. I had the honour to send spector Watson, when he left and went to the you the following telegram en clair: Plague exists Amoy and vicinity, not yet epidemic. he returned he was taken'ill and was at present | Please notiny Commodore. While I thought in hospital with fever. It was perfectly impos- it my duty to advise you as above, I am grad sible for a man in the Inspector's position to do | to be able to report that as far as we can at present judge the plague in this district is far The place was actually saturated with malaria. less prevalent and or a milder type than last year at a corresponding date.

The following minutes were appended:-Dr. Hartigan :- "The letter is extremely vague; are no facts or statistics obtainable?" Dr. Clark :- The outbreak is soon over What is the use of asking for further partieu-

lars? And as to statistics I know they are unobtainable, as Amoy is a Chinese city. Dr. Bell:-"I think it would be as well to ask for a medical report if it is obtainable. The

present statement is vague and the epidemic might be anything. THE FORTNICHTLY LIME-WASHING RETURN.

Chief Inspector Dandy's fortnightly limewashing return showed that since the previous report 587 houses had been lime-washed in the Eastern district, none in the Central district and three in the Western district.

APPLICATIONS FOR EXEMPTION. The following application from Messrs. Denison and Ram, architects, was submitted:--

"We beg to apply for exemption from notice to open up backyards as regards 45, Jervois Street, and 4. Bard Street. The two houses are used as one and together are about 67 feet deep facing Jervois Street (a 40 ft. street), and backing into Burd Street (20 ft.) and having a central winding stair with well-hole and window in roof; are thoroughly lit and ventilated. New houses could be built under Sec. 8 sub-section a of 34 of 1899 exactly similar to those, and it seems

allowed to stand." -Dr. Hartigan minuted : - " I should like some explanation of last paragraph in letter of application before deciding.

Mr. McKie minuted :- Same view as Dr. Dr. Clark minuted :- "Will be explained at

meeting. Mr. Baddeley minuted :- "Consider at next meeting."

YOU MUST STOP COUGHING.

The best way-to cure Chronic Coughs. Bronchitis, and Chest Colds is to apply Little's Oriental Balm. Rubbed well into the chest and back, it penetrates immediately to the inflamed parts. The tickling in the thront ceases; the spasm weakens; the cough disappears. It often cures when nothing else will. Could anybody afford to be without it in the house all the time? Mr. N. Lowe, of James Street, Blackburn. says:-I was worn out almost to the grave with a racking cough that all the remedies and the doctors failed to relieve. It was cured with one

doctor through life.

The Hon. R. D. Ormsby minuted :- "I don't, THE WRECK OF THE "FUTAMI understand last paragraph of application. MARU."

The application was refused. The following application from Messrs. Palmer and Turner, architects, was submitted:-"On behalf of the owners of No. 342, Des Voux Road W. (late No. 176, Praya W.) we would ask for exemption from opening up a yard. The house is a corner one, and is well lighted by three windows on the side street (Eastern Street) and the kitchens have windows on each floor opening into the street." Mr. McKie, Dr. Hartigan, Mr. Chan A Fook, Mr. Fung Wa Chun, Mr. Osberne,

The Hon R. D. Ormsby, minuted :- "Yes, the M. O. H. has no objection to offer." The application was granted.

THE HEALTH OF THE COLONY. The death-rate for the week ended August 11th was 27.3 against 22.0 for the previous week Hougkong. He was a preminent member of purposes? There is plenty running to waste in and 21.4 for the corresponding week last year. The rate for the succeeding week was 284 against 22.0., for the corresponding week last

This was all the business.

CHARGE AGAINST A SANITARY INSPECTOR.

THE SUMMONS DISMISSED. At the Magistracy yesterday, before Mr.

Mr. McKenzie, an inspector in the employ of the Sanitary Board, was charged on remand, at the instance of Mirz Ali, the Hon. J. J. Keswick's coachman, with "unlawfully, wantonly and cruelly ill-using a horse," and further with using obscene and insulting words towards the complainant whereby a breach of the peace might have been occasioned. The case for fearful violence. the presecution was concluded the previous

The complainant, on being recalled by His Worship, said that after the defendant had struck his horse the animal reared. In answer to the defendant the complainant

said he went home by the Praya, going down Arsenal Street from Queen's Road East The defendant said he denied the whole of the complainant's story.

Fung Chung Sing said he was interpreter to the defendant, being in the employ of the Sanitary Board. On Monday morning he was with the defendant, and between half-past six and seven o'clock they met the complainant in Queen's Road East just by Ship Street. The complainant was riding a horse, and was going westwards. The horse kept going one way and another, and ultimately got on to the right hand side of the road. defendant, when about three or four yards off, said to the complainant, Do you want the whole road? Don't you know the rule of the road? You had better get away home and look after your horse." The Indian, who was very angry, said. "What, that is Mr. Keswick's orders. You no know me. I belong Mr. Keswick's coachman. I see my master and he talk to you." Then the Indian went away, going westwards. The defendant nover struck the horse. Afterwards they saw the complainant on the Praya near Ship Street wharf. The complainant called out to them, and they asked, Why you talk with me. You not a police, you belong Sanitary Board." At the same time he held up his stick and then called "Come on you ---- : I'll fix you. The defendant then said, "you come off the again called the defendant an abusive name and spat down on him. The complainant then went away. He never heard the defendant use any insulting and abusive language to the

complainant. In answer to His Worship, witness said he was walking about six inches behind the defendant and on one side. The Inspector was right in the middle of the road, and the complainent was on the right hand side of the road for a whole minute. He did not hear the defendant swear at the complainant. Had he done so he would have heard him. The defendant had a stick in his hand. The defendant did not strike the horse. He never lifted his stick. Had he struck the horse he would have been bound to see it. He thought the horse reared because some of the rickshaws frightened it. He die not see the witness Chan A Choi in Queen Road East on the morning in question. Thi witness must have told an absolute untruth when he got into the witness box and said he saw the defendant strike the horse.

District Watchman 33, who was also called by the defendant, said he was on duty in plain clothes in Queen's Road on that Monday mean; ing. He saw the complainant riding a horse going towards the city. The horse was not steady: it kept turning about. It was on the left hand side of the road. The defendant was on the right hand side of the road near Ship Street. He did not see the defendant strike the horse complainant was riding. He never rused histick

In roply to His Worship witness said he was quite sure the defendant did not strike the horse. If he had done so he would have seen it.

Lo Hing, a rickshaw coolie, said he was in Queen's Road East on Monday morning when the occurrence in question took place. The horse which the complainant was riding was turning from one side to the other. He thoughtthis was caused by some sailors in rickshaws. The defendant asked the complainant what was the matter, and the complainant turned, the horse round and argued with the Inspector. The Indian then became angry and turned the horse round, and went the horse or raise his hand as if to strike. In reply to His Worship witness said that if the defendant had struck the horse he would

have been bound to have seen it. Lee Young, general assistant at a grocer's shop, who also saw the occurrence, denied that therefore only reasonable that these should be the defendant struck the complainant's horse. In reply to His Worship witness said that if

horse he would have seen it.

cooling the body for a few hours is to take a and perfect order prevailed. Most of the erew any other local prin Condy's Fluid has been added. The cooling, whole time, but they soon set to work and rigged receives regular SPECIAL TELEGRAMS and freshness. The feeling produced is remark! beach. Fortunately near at hand was a fine bottle of Little's Oriental Balm. It shall be my the open sea. We advise all our readers to blessing. By means of big camp, fires and Sold at Re. 1 per bottle. Agents for Hong. | been added to colour the water a very faint pink | This day was employed by part of the crew 1938-2 suggestion.

CAPT, CLARKE'S ACCOUNT,

Capt. W. E. Clarke, who is very well known in Hongkong, has favoured us with the following full account of the wreck of the Futami Mara, on which he and his wife were passen-

The Japanese Mail line steamer Futami Muru, due to arrive at Manila on the 18th and here on the 22nd, was wrecked at midnight of the 17th off Cape Calavite, western part of Mindoro Island, one of the Philippine group. All the passengers, mails and specie, part of Officers and Crew were rescued by the Eastern

Australian Co.'s S. S. Australian and brought

on to Hongkong, arriving yesterday.

On the night of the 17th the weather was squally from S.W., much rain and vivid lighting, and there must have been a very heavy sea from S. W. to have brought our good ship so close to this danger, as Capt. Thom is a very prudent and careful navigator who would not knowingly take any chances. Just before inidnight the a struck bottom. I knew the sound too well and at once left the cabin and gave the alarm to the passengers in adjoining berths and told my wife to dress herself as soon as possible and get on deck. I then jumped on deck, and saw through the mist the land on our starboard bow. The roar of the sens breaking away on the port bow and the rolling surf-seas were terrifying in the extreme. The ship was there rising to the heavy sea and falling, bumping with a shock of earthquake force, and then listing to port. The heavy seas would strike the bow and port side with great force, falling on board with

Thinking the heavy sea might lift her the roof and perhaps into deeper water, I went on the bridge and suggested to the Captain to let go both anchors in order to bring her head on to the sea, as she would certainly drift closer in shore. One was let go and in about two hours she sailed round about four points, which brought the sea more ahead and she lay more easily.

During this time the best kind of discipline was observed. The saloon passengers were on deck with life belts on. All the 2nd class and steerage passengers were brought under the shelter of the saloon deck houses and provided with life belts. The stewards and servants obtained life belts also, but after the word came from the captain that there was no immediate danger these were more or less discarded excepting by the Chinese passengers. The wind and sen seemed to increase with the rising tide and she began to work by heavily. At about 2 a.m. the starboard boats were swung out and lowered to the rail ready for use when required I do not think it would have been possible to have lowered the port side boats. These were afterwards washed away during the next night The face of the carpenter as he passed along sounding the wells began to look white and long. so I soon asentained that she was making water rapidly, which accounted for the heavy list outwards. The port cabins were flooded, as some of the class ports were broken by the

Provisions and water were brought up for the boats. My only dread was that we might have to leave before daylight, for the night and darkness seemed to have no end, and my eyes could not pierce the blackness to see where we could safely go with the heats for shelter or a landingplace. To have had to jump for it I fear there would have been an awful loss of life, at the surf backwash was very strong. At this time when I feared the worst a servant brought some bisguits round, and in trying to eat one I made my first successin moulding a brick - it would not go down. The heat too has truly awful even on deck and to venture down below was worse than going into an oven.

The ladies and, in fact, all the passengers, were cool and collected from the time the ship struck, and when the moon began to show its pale light the sea and darkness lost much of their terror. By daylight the ship was fast filling in all compartments except, engine and boiler A full head of steam had been raised on all the boilers with a view of backing her off, but it was useless work.

At daylight I soon saw the position we were in, and that the ship must-become a total wrest So I did-not lesitate to suggest that preparations be made to lower boats, land stores with tents, etc., ready for disembarkation.

One boat was sent away with first-officer in charge with a message for assistance. During the course of the morning the other boats were lowered and filled with stores, blankets, awnings, etc., and hauled ashore by means of a hauling line previously arranged. There all the Asiatic passengers were landed; after them the saloon passengers, the gentlemen kindly taking all care of the ladies, who were placed in charge of Mr Cooper. Some cabin luggage enough for immediate wants were landed, together with the passengers and all sent up round a point on the beach to a comping ground located by the second officer. All this work was done in perfectly orderly manner supervised by Capt.

Thom and officers. The rest of the day was spent in recovering stores, buggage, and anything that would be

of use in the camp. During this time the wind was at gale force with blinding rain. During the squalls, while disembarking, the sea would break right over the vessel and the drenching spray came with great force over the people in the boats.

The officers, crow and servants particularly

worked very hard during all this time, drenched other way. He did not see the defendant strike to the skin, carrying stuff ashere and along the beach to the camp. Ten boxes of gold were sent to the camp but six more and all the mails, with what baggage, etc., landed was retained at a camp on beach opposito the ship under charge of the chief and junior officers, and Chief Engineer Moore. During the afternoon some natives came to our camp, and by aid of my knowledge of Portuguese I was able to inform the defendant had struck the complainant's them what we were and to ask for any kindly aid, which was truly offered. Soon after this His Worship said-In this case, to com- the first mate returned from Paluan, where the mence with, I was rather dissatisfied with the President resides, and brought with him one of evidence for the prosecution. . It was not at all the head man of the village, with whom Mr. satisfactory. But the whole story of the com- Smith, one of the passengers, was able to con plainant has been refuted to my satisfaction by verse freely in Latin, so my poor Spanish was the evidence called for the defence. I am bound thrown overboard. Camp life that night was to say that I am well satisfied with it - parti- most uncomfortable on account of the strong cularly with the interpreter whom I submitted | squalls and heavy rains, but we had to be thankto a very severe cross-examination. It was ful the ladies were well housed from the quite clear to my mind that there was no strik- elements. Certainly had these arrangements ing that morning. The summous is dismissed. not been taken in hand as early as they were we should all have fared very badly, for the Captain One of the simplest and certainly the most | had to descrit the ship that night, Saturday. An agreeable and effective method we know of for armed guard was kept over each of the camps Bath once or twice a day to which a little and Chinese passengers were wet through the refreshing and invigorating effects are really up tents of blankets and leaves the next day. marvellous. A Condy's Fluid Bath strengthens | Sunday, and in time I counted over 20 different the system and braces the nerves; it also in- camps. Mind you, we had about 165 people here parts a delicious sensation of absolute purity and perhaps 10 more at the other camp on the ably like that resulting from a good swim in stream of good water which proved a great try a Bath to which enough Condy's Fluid has ready hands food was cooked and clothes dried.

The ship was discovered to be breaking about the midship section. Could not beard her as it was so rough, the seas making a clean breach right over fore and aft.

In the afternoon the Captain got the native headman to take a message to the President of Paluan with a view to sending it on for assistance. Mr. Smith and Mr. Sprague volunteered to accompany him and see it put through.

Weather still squally, with heavy rains during the night. Monday-Weather moderating slightly, and late in afternoon the chief officer boarded the vessel and obtained some rice flour and other stores. Tuesday-Weather moderating and barometer rising.

Cleaned out the camp and laid ser-sand for flooring, which at least made it sweet and clean. This being very swampy ground, with mud ankle deep, and such moist atmosphere, made it very unpleasant. The natives brought us fowls and a calf. More stores were obtained and a lot of articles were salved from the vessel. During afternoon Mr. Smith and Mr. Sprague return ed together with the brother of the President of Paluan on pony back. The headman assured us all-that we should be well protected, and as soon as the weather moderated we should have a plentiful supply of food, and that he would have his men construct huts for our use, but he did not want any Americans to help

Mr. Smith reported to the Captain that the message had been sent off that morning under escort of 10 men, and that it would take 10 days to get to Santingo, all of which did not promise us help in the next month.

Our only chance now was a passing vessel, and as the Australian was due to pass here te-morrow we were anxions that a good watch should be kept. Squally throughout the night and the heat very great, dampness all roundus, small wonder the air was moist. The ladies suffered much from the damp and heat. Some of our baggage brought up from the other camp and off the ship was found to be utterly useless. Some of the articles looked very protty, as the effect of our dye had stained the other colour- 油意如 ing a la rainbow.

Wednesday 22nd, no sign of a vessel, N.C. Code signal (want assistance) is flying from the Kutami's main-most in case a vessel should hove in sight during the daytime and a caroful watch is kept at the beach camp by the officers during the night raidy upon seeing a vessel's light to fire off reckets to attract attention. The weather is moderating and occasionally the sun peens out, for which we are very grateful, as it gives us a chance to dry some of our clothes.

Everything is going on smoothly in the camp, only the ladies are weary of the moist heat. One elderly lady keeps on repeating that, if ever she gets back to Queen's Street, Brisbane, she will not leave home any more.

More wrecking going on, many things being brought off the vessel. The men (crew) are working very well. During the night the weather was squally,

but the wind had lost its force. Thursday, 23rd, broke with fair weather, but fresh S.W. wind and moderate sea running on

At about 6.30 a.m. smoke was discerned away to the southward. I at once concluded this must be the Australian, but too far to sight us unless she hauled up considerably after sighting the land. At about 8 a.m. she hauled to starboard after opening out the wreck clear of the cape and at once steamed towards the Bay. Soon the best was out and information passed to the Australian, and at once boats were lowered in charge of the 2nd and 3rd

officers and sent on shore to assist the passengers and their baggage, mail and specie, which was promptly done and great credit is due to these two officers for their aid and general kindness. Capt. Thom boarded the Australian to see Capt. Helms, and after the interview and all was on board he left for the scene of the wreck. Poor Capt. Thom must feel the loss of his ship very much. Feeling and at the sorrowful news received at Sydney of the death, by drowning, of his only son, this last blow must have proved a heavy one indeed. This is anether experience of sorrow and trouble not com-

After Capt. Thom left, the Australian proceeded, taking an outside course and arrived safely next morning, Friday, 24th at Manila.

The passengers ex Fatami were early on shore to send off cable messages of their safety to relatives abroad, and after a long and tedious delay of four days we started towards Hongkong. where we arrived as before stated.

The thanks of all the ship-wrecked people are due to Capt. Helms for rescuing us from the Island and that is all._ The Officers and Crew of the Futami

Salcon Passengers

Saloon passengers:-Capt. and Mrs. W. E Clarke, Mr. and Mrs. Heber Percey. Mr. and Mrs. Cooper. Mrs. Jephson, Messrs. Sprague, Smith, Orme, Franks and 2 Japanese Officers (attachés) from Africa and Stewardess.

LATEST STEAMER MOVEMENTS.

The N.Y. K. steamer Sanuki Mara (Europo Line) left Singapore for this port on the 28th inst, and is expected to arrive here on the 2nd.

Tacoma from Hougkong and Japan en the 28th The N. P. steamer Brecombire has arrived at Yokohama and sailed for Tacomi on the 29th

The N. P. steamer Goodwin arrived

The C. P. R. steamer Empress of China arrived at Vancouver at 9.30 p.m. on Tuesday, the 28th August. The C. P. R. steamer Tartar left Yokohama

on Wednesday, the 29th inst., for Victoria and Vancouver. The N. Y. K. steamer Sado Maru (European Line) left Kobe via Moji for this port on the

20th inst, and is expected to arrive here on the The T. K. K. steamer America Maru, with mails. &c., left Shanghai for this port on Wednesday, 29th inst., at midnight.

THE "CEYLON OBSERVER." PUBLISHED DAILY.

THE Oldest and Largest Paper in the Colony, with a Circulation far ahead of

THE ONLY CEYLON JOURNAL that of Mail and of other important Intelligence from Bombay, Madras, Galle, &c.; besides REUTER'S SERVICE FROM EUROPE, &c. Subscription, with Postage, to China and

Japan, Rupees 47, in advance. THE WEEKLY "CEYLON OBSERVER." with SUPPLEMENTS containing all Tele graphic Intelligence.

Subscription for China, Japan, Straits, &c. Rupees 19 per annum in advance. Received at Hongkong Daily Press Office.

NOTICES. BUSINESS

房藥 館 芝 贤 KWONG CHI KOON DISPENSARY.

CHEONG LAN STREET, CANTON 子甲次成年叁冶同商大

街棚槳城省東閩

創開年四 拾陸百捌仟壹英大 Езтавызнер 1864.



KWONG CHI KOON

DISPENSARY.

CHEONG LAN STREET, CANTON. ESTABLISHED 1894.

UNRIVALLED U I YAU or "AS YOU WISH OIL." Prices at \$1.00 per bottle.

0.50 per bottle. 0.25 per bottle. 散闢通 TUNG KWAN SAN, or "Army

Medical Powder," 50 cents per bottle. 散打跌 TIT TA SAN or "Folling and Bruising Medical Powder." Price at 50 cents per bottle. Made from the best

> Oil and Powder. 散及油造製油藥好選棟

selected medicine to be used for the above

WONG CHI KOON is one of the largest Native Drug shops in Canton, employing about 300 men. The Proprietor, Mr. U Yam Ting, is a man of great energy and business capacity, and is also very benevolent, giving away thousands of dollars worth of medicine in charity, usually with an eye to the main offchance. He has many testimonials as to the efficiency of his medicines from officials, scholars. and business men. Like the Chinese generally he has great faith in medicine and is desirous of extending his business to fereign countries. giving people of western lands the benefit of his medicines.

He has submitted to me the formulas of some of his preparations for examination, giving full explanation as to the medical qualities of the ingredient. I have found the Tung Kwan San or Army Medical Powder and the Tit Ta San or Falling and Bruising Medical Powder composed of Musk, Barovs, Camphor, Rhubarb, two kinds of gum, with red oxide of mercury and vellow sulphide of arsenic, animal and vegetable charcoal, which are known in western pharmacy. Besides this it contains gold leaf, tigers and dragons bones, shavings of antelope and rhinoceros horns, which I have shown him that chemical science proves to be inert, he proposes to omit from the medicine prepared for foreign uso.

The medicine is to be chiefly used as a sternutatory, as is put up in small metal bottles by which is can be injected into the nostrils. The small amount of exide of mercury and sulphide of arsenic will not be dangerous used in this way.

(Signed) J. G. KERR,

Directions are given according to the Chinese

method of using the medicines. The nature of the oil is -very mild, but its action is exceedingly 'good,' possessing wonderfully curative effects in both internal and external diseases. As it is an invaluable medicine it should be kept on hand ready for use by all persons, whether at home or abroad.

DIRECTIONS. For external use rub the oil on the temples. forehead, between the eyebrows, back of the ears and neck, on the chest and back, on the abdomen or wherever the pain or soreness is ocated. It must be rubbed on for 5 minutes. For toothache put a little in the tooth on ortton and rub on the gums. The oil has beneficial effects in headache, fainting, colds, sore throat, stomach ache, colie pains, rheumatism, numbness of the limbs, pain in the back, cramp. local swelling and inflammations, influenza, diarrhees, toothache, pains in the head and convulsions after childbirth, prickly heat, boils,

and mosquito bites. Internally the dose is five drops in a little water, and it is to be repeated every two or three hours, at the same time using it extornally.

The proprietor of the Kwong Chi Koon Drug Store of Canton has placed in my hands for examination a number of his preparations with the receipe for each. His "I I YAU " " As you wish Oil " has a

wide circulation and is very much used. It is composed of aromatic and stimulant borbs and barks, most of which are well known in our pharmacopoeia, together with pingpin (a costly kind of camphor) bishops wort, orris root, with two or three other less known articles, but none of the objectionable substances which enter into many Chinese medicines. It is one of the combinations which has real merits and it is not strange that it has attained so wide a reputation for the relief of maladies for which it is recommended.

(Signed) Docton J. G. KERR. Canton, China. Any order please apply to :-

MESSRS. DARTLY & Co., No. 19, Queen's Road Central, Hongkong. Who are appointed Sole Agents for the sale

of our Goods. KWONG CHI KOON. Hongkong, 5th May, 1900.

MHUNG NGOI SAN PO (Chineso Daily Press), PUBLISHED DAILY. is the oldest and still immeasurably the best medium for Advertising among the

Native Community. Established for nearly FORTY YEARS circulates largely throughout Southern China. Indo China, etc.

Torins for Advertising (Translations free) can be obtained at the Office. 9, Praya Central. Hongkong; or from the different Agents. Documents translated from or into Classic or Colloquial Chinese.

NOTICE.

BEG to express my sincerest thanks to the Members of the Canton Portuguese Philarmonic Band and their Friends for the Farewell Party given on the occasion of my departure from Canton.

F. RODRIGUES. Mongkong, 31st August, 1900.

PUBLIC AUCTION.

TITHE Undersigned has received instructions I from Ma. ATACK, Furniture Dealer (owing to his removal to new premises), to sell by Public Auction, on SATURDAY, the 15th September next, at his Store, 39, Queen's Read Central, the portion of his STOCK-IN-TRADE, FURNITURE,

FIXTURES, &c., &c. TERMS: -As Usual. V. I. REMEDIOS.

Auctioneer. Hongkong, 31st August, 1903. THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

TOTICE is hereby given that LEVER BROTHERS, LIMITED, have, on the 25th day of June, 1900, applied for the registration, in Hongkong, in the Register of TRADE MARKS of the following Thank Mark. The micture of a Monkey holding up a frying pan and the words " Monkey Brand," in the name of LEVER BROTHERS, LIMITED, who

claim to be the proprietors thereof. The TRADE MARK is intended to be used by the applicants forthwith in respect of the 3 r.m., are published for general information. following goods in Class 50: - Preparations, Combounds and Substances for Cleaning and Polishing such things as Furniture. Cutlery, China. Glass. Marble, Paint, Earthenware, Metal

Goods and Buildings. . A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong. Dated the 30th day of August, 1900.

- DENNYS & BOWLEY, Solicitors for the Applicants.

NOTICE TO CONSIGNIE 3.

FROM MIDDLESBRO, LONDON AND

STRAITS. THE Steamship "RADNORSHIRE,"

Captain Hadley, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees risk and expense,

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th September will be sabject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 7th September, at 2.30 r.m. No Five Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMÉS & CO., Hongkong, 30th August, 1900. "SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKO WHE Company's Steamship

"RADNORSHIRE." Hadley, Commander, will be despatched for the above ports TO-MORROW, the 1st September, at 5 P.M. For Freight or Passage, apply to

SHEWAN, TOMES & CO., Hongkong, Coth August, 1900.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE

(HAMBURG-AMERIKA LINIE HAMBURG.) FOR NEW YORK VIA SUEZ CANAL. THE full-powered Stemmship

"ASTURIA," Capt. Hildebrandt, will be despatched for the above port on or about 10th October.

For Freight, apply to CARLOWITZ & CO.,

Hongkong, 31st August, 1900. THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain :-Leading Articles : -The Entry into Peking.

The Question of China's Partition. The Japanese Action at Amoy. A Lesson in Combined Action. The Crisis: Telegrams. Supreme Court. Sanitary Board.

The Crisis in China. The Servant Question in Hongkong. Hongkong Home Guard. The Charge against a Sanitary Inspector. The Gymkhana.

H.M.S. "Terrible" Fund. The Wreck of the "Futami Maru," Hongkong Hotel Co. Hongkong Spinning, Wearing, and Dyeing

Canton. Swatow. Amoy. Wuchow. Manila. Sandakan Notes. Hongkong Football Club. Hongkong Volunteer Corps. Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, \$2. Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each, or SI for three copies Cash. Hongkong, 31st August, 1900.

CRICKET.

DUXTURES REQUIRED with Local Teams for coming Season.

Address-E. WISDOM. Hon Secretary. H. M. S. Tamar. Hongkong, 28th August, 1900. COLD STORAGE.

TYTHE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at East Point at Moderate Rutes. WM. PARLANE,

Manager. Heurkon v. 17th February, 1899.

INTIMATION TOREWER&CO.

NEW BOOKS. The Life of Wellington-the Restoration of the Martial Power of Great Britain, by Sir H. Maxwell, 2 Vols. ... \$12.50 Cecil, Rhodes, 1881-1900—His Political Life and Speeches Tea Machinery and Tea Factories, by A.

J. Wallis-Taylor ... How England Saved Europe-Story of the Great War 1783-1815, by Fit-The Overland to China, by Coloquhoum... The Annandale Coucise English Diction-

ary, Quite Up-to-Date Little Folks, New Volume, to June, 1900 2.25 Year Book Photography Almanack Celebrities of the Army, Parts 1 to 7,

at 35 cents each The Repreach of Annesby, by Author-"Silence of Dean Maitland" 35 Newnes' Citizon Atlas Sonfa' Newest Stamp Album ... 12.00 Boy, by Marie Corelli (Cloth) ... 23 & 25, Queen's Road, Hongkong. -

AUCTIONS

GOVERNMENT NOTIFICATION. No. 430.

THE following Particulars and Conditions of Salo of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MON-DAY, the 3rd day of SEPTEMBER, 1900, at By Command.

F. H. MAY, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 18th August, 1900.

Particulars and Conditions of the Letting by Public Auction Sale, to be held off MONDAY, the 3rd day of SEPTEMBER, 1900, at 3 r.m., at the Offices of the Public Works Dapartment, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.		Bour Measu	ulary remer	i t 4,	Contents in Square ft.	Annual Rent.	Uset Price.
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	Inland Lot No.	Street, Taiping				 			. · .
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GOVERNMENT NOTIFICATION. No. 431. THE following Particulars and Condi-

L tions of Sale of CROWN LAND by PUBLIC AUCTION. to be held at the Offices of the Public Works Department, on MONDAY, the 3rd day of SEPTEMBER. 1900, at 3.15 P.M., are published for general information. By Command.

F. H. MAY. Acting Colonial Secretary. Colonial Secretary's Office Hongkong, 18th August, 1900.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MON DAY, the 3rd day of SEPTEMBER, 1900, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Ex: cellency the Governor, of One Lot of Crown Land, at Morrison Hill Gap, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be axed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT. ੀ ਜ਼ਾਮ ਵੀ 1

o. of Sal	i 'C	Registry ?	м	Bound casurer	Contents Square fi	Aprinal Re	vot Deiv		
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1	Inland Lot No. 1,615	Morrison Hill Gap j	212	212_	5'	5.	1,060	12	871
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GOVERNMENT NOTIFICATION. No. 432.

Public Works Department, on MON-DAY, the 3rd day of SEPTEMBER, 1900, at 3.30 P.M., are published for general information. , By Command.

F. H. MAY, Acting Colonial Secretary. Colonial Secretary's Office. Hongkong, 18th August, 1900.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 3rd day of SEPTEMBER. 1900, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of Three Lots of Crown Land, in the Colony, of Hongkong, for a term of 75 Years, with the option of

renewal at a Crown Rent to be fixed by

the Surveyor of Her Majesty the Queen,

fer one further term of 75 Years. PARTICULARS OF THE LOTS Boundary Bieasurements. S. | E. | W. In-land Pok-fu-Lot lum No. Con-

No. Con-1,545 dust 150' 150' 197' 201'.0' 29,750 171 3,570 1,546 ... 150' 150' 218' 107' 29,960 172 3,595 1,647 ... (35') 143' { 176'.2" } 213' 27,025 150 3,315

AUCTION

GOVERNMENT NOTIFICATION. No. 442.

THE following Particulars and Conditions A of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the 6.50 Public Works Department, on TUESDAY. the 4th day of September, 1900, at 3 r.m., are 16.50 published for general information. By Command.

F. H. MAY, Acting Colonial Secretary. Colonial Secretary's Office. Hongkong, 25th August, 1900.

Particulars and Conditions of the letting by Public Auction Sale, to be held on TUES. DAY, the 4th day of SEPTEMBER, 1900, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excallency the Governor, of One Lot of Crown Land at Ma-Tau-Kok, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

PARTICULARS OF THE LOT. Boundary Measurements. lot No. Ma-Tau-1,160 Kok | 150 150 200 200 45,000 102 2,700

PUBLIC COMPANIES

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

A NINTERIM DIVIDEND at the RATE of 5 per cent. (Two Dollars and Fifty Years, with the option of renewal at a CENTS PER SHARE), for the six Months ending Crown Rent to be fixed by the Surveyor of | 30th June, 1900, will be PAID to those Persons Her Majesty the Queen, for one further who are registered as Sharsholders in the above THE BANK OF CHINA & JAPAN, Company on the 31st August, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 31st instant, both days inclusive. By Order.

EDWARD OSBORNE, Secretary. Hongkong, 17th August, 1900.

THE HONGKONG COTTON SPINNING WEAVING AND PYEING COMPANY. LIMITED.

· NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held in the Offices of the General Managers on MONDAY, September 3rd, and not on August 27th as originally advertised, at 4 o'CLOCK P.M., for the purpose of receiving the report of the Consulting Committee and Statement of Accounts to August JARDINE, MATHESON & CO.,

General Managers. Hongkong, 13th August, 1900.

THE HONGKONG COTTON SPINNING WEAVING AND DYEING COMPANY, LIMITED.

TER of SHARES in the above Company will be CLOSED from MONDAY, August 20th, to the 3rd September (both days inclusive), and not from August 13th to August 27th as previously advertised, during which period no Transfer of Shares can be

JARDINE, MATHESON & CO., General Managers. Hongkong, 13th August, 1909.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS ore requested to send in a Statement of Business contributed during the Half-Year ended 30th June, 1900, on or before the 15th September, on which date the Accounts will be CLOSED. By Order of the Board of Directors.

THOS. I. ROSE, Secretary. Hongkong, 24th August, 1900.

GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED. NOTICE is hereby given that SCRIPS

Number 1,260 to 1,262 for 300 SHARES of the above Company, numbered 119,683 to 119,982, in the name of S. Y. TONG, of Tien-HE following Particulars and Conditions of Itsin, and that SCRIPS Number 1,269 to 1,274 Sale of CROWN LAND by PUBLIC | for 600 Shares of the above Company, numbered AUCTION, to be held at the Offices of the 120,583 to 121,182, in the name of LIANG YU TONG, of Tientsin, having been LOST, New Scrips for same will be issued after One month from the date hereof, and the Original Scrips will be considered by the Company as null and void, and all persons are heroby warned against accepting or negotiating same. LUTGENS, EINSTMANN & CO.,

General Agents. Hongkong, 30th August, 1900.

OLIVERS FREEHOLD MINES. LIMITED.

IN accordance with Article VIII., Paragraph 3, of the Articles of Association of the Company, Interest at the rate of \$10 per Annum is being charged on all Unpaid Calls.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 18th August, 1900. TEBRAU PLANTING COMPANY, LIMITED.

NOTICE is hereby given that in accordance with Article IX., Paragraph 3, of the Articles of Association of the Company, the following Shares have been forfeited :-10701-10800 12686-13185 11061-11085 14686--14785 11886-11935 15786-16085 12136-12285

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 18th August, 1900.

BANKS.

THE NATIONAL BANK OF CHINA LIMITED.

PAID-UP CAPITAL £ 324,374 HEAD OFFICE-HONGKONG. BOARD OF DIRECTORS. CHAN K. SHAN, Esq. | D. GILLIES, Esq.

CHOW T. SHANG, Esq. J. T. LAUTS, Esq. Chief Manager. GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed 57 Hongkong, 23rd March, 1899.

THE BANK OF TAIWAN (FORMOSA), LIMITED. (INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORIZED CAPITAL Yen 5,000,000 HEAD OFFICE :- TAIPEH, FORMOSA.

JUICHI SOYEDA, Esq., President,

Head Office Manager: HIROMI KAWASAKI, BRANCHES AND AGENCIES. Osaka Kvoto Yokohania Nagasaki Hakodata Moji Tainan New York S. Francisco London

Hongkong Amoy

Shaughai Tiontsin Newchwang Chemulpo Fusan. HEAD OFFICE :- INTEREST ALLOWED. On Current Account4.75'/, per anunm .. Savings Bank 5.48°/ On Fixed Deposits :-

......6<u>1</u> % Credits granted on approved Securities and every description of Banking and Exchange Discounted. business transacted. Drafts granted on the chief commercial At 2% per annum on Current Account daily places both in Japan and Abroad.

application. " HIROMI KAWASAKI, Manager, F290 Taipeh, 1st August, 1909.

LIMITED. WORKING CAPITAL over £210,000 RESERVE LIABILITY OF SHARE-

HOLDERSfully £425,000 HEAD OFFICE: 36, Nicholas Lane, London.

BRANCHES: Hongkong, Shanghai, Singapore. AGENCIES: Yokohama, Koba, Penang, Bombay, Calcutta. Madras, Colombo, Rangoon, Java, Lyons, and

BANKERS: The Bank of England and the Capital and Counties Bank, Limited. General Manager-F. C. Bishop.

INTEREST ALLOWED. On Current Accounts ... 2 per cent Fixed Deposits 3 months ... 4 ...125 notice ... 44 "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places. Hongkong, 1st May, 1900.

NOTICE is hereby given that the REGIS. THE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISED CAPITAL£1,500,000 SUBSCRIBED£1,125,000 PAID-UP£ 562,500 RESERVE FUND £ 30,000 BANKERS:

LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2°/c per annum on the Daily balance. ON FIXED DEPOSITS :--

J. THURBURN, Manager, Hongkong. Hongkong, 24th March, 1900. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANG-HAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 31 AMERICA'S PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the Hongrong and Shanghat BANKING CORPORATION.

H. M. BEVIS,

P. Sachse, Esq.

Acting Chief Manager.

Acting Chief Manager. Hongkong, 26th March, 1900. LIONGKONG & SHANGHAI BANK. ING CORPORATION.

PAID-UP CAPITAL S10,000,000 RESERVE FUND-STERLING RESERVE...\$10,000,000 SILVER RESERVE ... 2,000,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000

COURT OF DIRECTORS. N. A. Siers, Esq.—Chairman. R. Shewan, Esq.—Deputy Chairman. E. Goetz, Esq. A. J. Raymond, Esq. Hon. R. M. Gray R. L. Richardson, Esq.

Hon. J. J. Keswick H. W. Slade, Esq. D. Moyer Moses, Esq. CHIEF MANAGER: Hongkong-Sin Thomas Jackson.

A. Haupt, Esq.

MANAGER: Shanghai-J. P. WADE GARD'NER, EBQ. LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per Cent. per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 21 per cent. per Annum. For 6 months, 3; per cent per Annum. For 12 months, 4 per cent. per Annum. H. M. BEVIS,

Hongkong, 18th August, 1909.

BANKS.

THE TEUTSCH-ASIATISCHE BANK.

HEAD OFFICE-SHANGHAL. BOARD OF DIECTORS : BERLIN. BRANCHES

Berlin Calcutta Hankow Tientsin Tsingtan (Kiautschon) LONDON BANKERS Messrs. N. M. Rothschild & Sons.

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MPERIAL BANK OF CHINA ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Hongkong, 8th February, 1900.

Subscribed Capital. Shanghai Tis. 5,000,000 PAID-UP CAPITAL

HEAD OFFICE-SHANGHAL

BRANCHES AND AGENCIES. Canton Hankow Chefoo Peking Chinkiang Penang Chungkiang Singapore Foochow Swatow

Tientsin. The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Trans-

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> Acting Manager, Hongkong, 2nd Felr mry, 1900. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

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Acting Manager, Hongkong. Hongkong, 23rd May, 1900; THE TOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... You 24,000,000 CAPITAL UNCALLED HEAD OFFICE-YOKOHAMA,

BRANCHES AND AGENCIES. Kobe Nagasaki London Lyons New York San Francisco Honolulu Bom bay Shanghai Tientsin Nowchwang

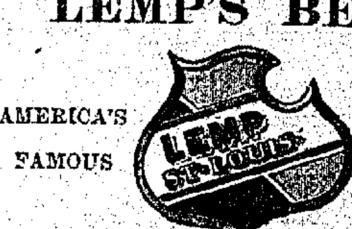
LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED. PARR'S BANK, LIMITED. THE UNION BANK OF LONDON, LIMITED. HONGKONG-INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5%, per annum. S. CHOH. Hongkong Manager.

LEMP'S BEER.

LIGHT

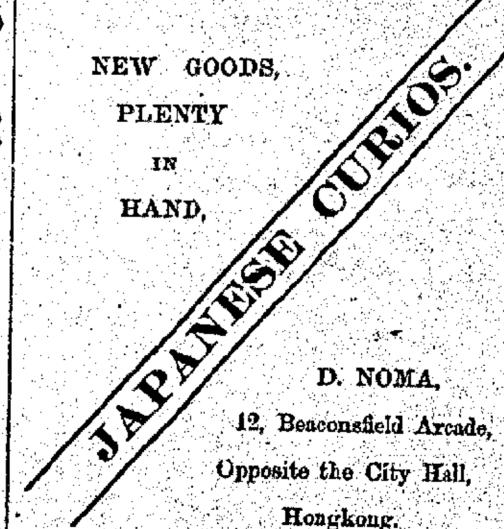
BEER.



Hongkong, 17th, April, 1900.

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ARRATOON V. APCAR & CO. Hongkong, 11th July, 1900.



Hongkong, 27th April, 1900. R. J. REMEDIOS. MOREIGN AND COLONIAL STAMP DEALER, No. 37. ELGIN STREET, HONGKONG. Will be glad to send STAMPS on approval

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TERANSATLANTIC FIRE INSUR-ANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SIEMSSEN & CO.,

Hongkong, 16th November, 1872.

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THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. WM. MEYERINK & CO.,

Agents. Hongkong, 18th May, 1900. " L'UNION" FIRE INSURANCE COMPANY, LD.

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates

(Established 1828).

Claims settled direct without reference to the Head Office. A. R. MARTY.

Hongkong, 1st August, 1900. NORTH GERMAN FIRE INSUR. ANCE COMPANY OF HAMBURG.

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COMPANY. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. HOTZ, S'JACOB & CO.

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TILE INSURANCE COMPANY.

mediately upon receipt of proof of death and

TOTAL FUNDS AT 31ST DECEMBER, 1899, £14,409,089. AUTHORISED CAPITAL. £3,000,000 0 0

SUBSCRIBED CAPITAL ... 2,750,000 0 0 PAID-UP CAPITAL 687,500 0 0 FIRE FUNDS 2,731,183 13 7 II. FIRE FUNDS The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at

SHEWAN, TOMES & CO. Agents. Hongkong, 22nd June, 1900. QUN INSURANCE OFFICE, LONDON.

Current Rates.

at Current Rates.

FOUNDED 1710. The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SIEMSSEN & CO.,

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WM. SCHMIDT & CO. Hongkong, 21st August, 1900

TEESANG&CO.

COAL MERCHANTS have always on hand LARGE STOCKS EVERY DESCRIP TION OF COAL Address-Care of Messra. K. Wond SANG & Co. No. 144, DES VŒUX ROAD.

THE BRITISH CAVALRY IN SOUTH AFRICA.

writes from Cape Town:-

of those in Natal, which country is about as steel shoes and rings. Lee-Metford carbine, suitable as Switzerland for the operations of showered on us, I am quite prepared to admit | weight can be reduced. that our cavalry is very far from being perfect, and I consider that any man of ordinary in. for finer material, but if it could save the wholetelligence who has taken part in the Kimberley relief march, the operations at Paurdeberg, and true enconomy. One squadron of lancers had the subsequent march to Bloemfontein, could more than 400 horses through their ranks up to and Shanghai. suggest many important, I might say neces- the end of April in this campaign, and these sary, changes. I contend that as our material in men and horses is by far the best in the world, so our cavalry is facile princeps-but do we make the best use of the splendid material at our command? No, certainly we do not and I maintain that our cavalry ought to be, could be, must be doubled in efficiency. Let us take the blackest spot first and see

what can be done to eliminate it. This is, undoubtedly, the ridiculous weight that our horses have to carry. It is an impossible weight. All cavalry officers who have been brought up-as cavalry officers should be-in the hunting field, where they learn a very valuable part of cavalry soldiering by the same methods that ducks learn to swim (and this part of the science it is almost impossible to learn later on, that is the reason why some of our cavalry commanders, otherwise able, fail somewhat as horse-masters), have recognized this for some time, and it is thrust on their notice in the most unpleasant way possible in a campaign like the present one. Think of it, that a lightweight horse should have at least 18st. put on his back, and after being piled up with this impossible weight must (if our cavalry is to be efficient) satisfy the following requirements. He must be able to march for many days consecutively at least 20 miles a day-30 would be nearer the mark; he may then be called upon at any time, possibly at the end of a long day, to gallop two miles and charge, and then with his 18st, on his back take part in a pursuit in which the problem to be solved is how to catch a fleeing enemy on comparatively fresh horses riding 4st. or 5st. lighter. Is not this the reductio ad absurdum, and yet this is what our cavalry must do to give their full value And why is it that our cavalry horses are crushed down with this ridiculous and unnecessary weight? Simply because none of our authorities have brought their ability and intelligence to bear on this the most important and difficult problem connected with cavalry soldiering. When I say difficult, the difficulty lies in reducing the weight to rational dimensions, for there is no difficulty whatever in reducing the weight considerably, though there might be a little extra expense incurred. But to any expert or to a committee on the subject the following problem-" Can you possibly reduce the weight of the saddle, the carbine, the sword,

the lance, the bit and head-piece, the men's cloaks and capes?" The answer would be in every case "Yes." In fact, the only thing one cannot reduce is the weight of the rider; but after all these had been reduced to a minimum the weight would still be an impossible one. What is to be done then? I have mentioned a rational weight, and you will ask me what I call rational-from 13st. 7lb. to 14st. Then you will say, how is it possible to solve this problem, seeing that if one could reduce the actual weight of arms and equipment by 2st. (which would be the most one could hope for) it would still leave our horses burdened with 2st, over the 'rational" weight. Manifestly the solution that this 2st. must be carried elsewhere than on the horse. I feel sure that the majority are with me as far as I have gone, that these crushing weights must somehow or another be taken off our troop-horses' backs; but how they should be carried requires careful thought and working out by an expert or, better still, by a committee of experts.

May I, however, be allowed to offer the suggestion that light carts, one per field troopthat is, four per squadron-might be added to the establishment for this purpose? These carts would, I think, be best drawn by mules and should accompany their squadrons in the field wherever they go, whether with the main body of cavalry or on outpost or other duty. have no doubt that someone of inventive genius could construct a cart which, when emptied, sit up in bed. I had a gnawing pain and a sinkcould be turned into a field kitchen or some equally useful machine. Limit the men's kit to be carried in these carts to, say, 28lb. weight, then each cart would have to carry 30cwt. for one field troop of 120 men. I know there are disadvantages to this, but the saving in horsefiesh in sore backs alone would pay the extra cost many times over in one month of campaigning. There may be other and better ways of carrying the kits then this. This is only one food agreed with me and I felt stronger. I kept that suggests itself to me. The conditions. that should be satisfied in carrying the kit otherwise than on the horses are that they must be able to be got at any moment they are re. | complaint it never fails to easy me. I am now quired, they should be kept dry, and every man in good health, for which I thank Mother

be very difficult to deal with. In considering. therefore, how the weight can be reduced from 18st to 14st, we should begin with this item-An occasional correspondent of the Times | weight of kit to be carried elsewhere than on the horse, 2st. Then the problem would begin With the exception of one weekly journal, to solve itself, for the saddle, having much less whose correspondent showed such complete ignor- to support, could be reduced enormously in ance of the abnormal conditions under which our | weight. It now weight the absurd burden of cavalry served in South Africa that his adverse | 28th ; I am told that the American cavalry opinions and criticisms merely brought ridicule saddle weighs considerably less than 14lb. on himself, operations of the British cavalry in | Have you ever taken up in your hand a cavalry the South African war have been done full jus- bit and brideon and head collar, reins, &c. tice to in the Press; and, moreover, by the It is a marvel how a horse can carry Commander-in-Chief in South Africa unstin- his head with it all. Away with it, it can and ted praise has been bestowed on this branch of | must be reduced, say, 25 per cent. The lance the service. We are gratified by the com. weighs up to 51b., making it a too heavy weapon mendations of the Press of our country, we for any but a very strong man to use effective. are elated at the praise of our Commander-in- ly, and this weight is useless. Take 3lb. off it. Chief, and we are thereby certified of the value | Look at the cavalryman's sword, heavy and and undoubted success of the branch of the clumsy throughout, with a needlessly heavy steel to see. service that we love. (I am alluding solely scabbard, which is not only unnecessary but to cavalry operations on the frontier of Cape spoils the edge of the blade when sharpened, Colony and in the Free State; I know nothing Let us return to the old leather scabbards with very heavy; if a magazine carbine is necessary cavalry.) Nevertheless, in spite of the praise for cavalry, which is open to question, still the No doubt all this means increased expenditure

sale waste of horseffesh on service it would be were not by any means all killed by the enemy Another squadron of dragoons I saw, which only had seven horses left fit for duty, and these are not exceptional cases. But I am wondering somewhat from my subject. We have got rid of 2st., to be carried elsewhere than on the horse and have reduced all the items of equipment to their minimum. Lat-us see what must be carried on the horse. The soldier and his clothing, bundolier with 150 rounds, waterbottle, and haversack. Do away with his cloak and cape on service. The Indian regiments in South Africa have a garment called officially 'the coat warm British" made of khaki serge. thick, with a flannel lining and pockets, much lighter and less enmbersome than the cloak. This rolled in the waterproof sheet, carried as either a front or rear pack, preferably the latter. is all the kit that should be required. Nose-bag with one feed, or even that might be in the cart (in a very dry and hot country the chagul for water might be carried), lance, sword, and carbine. I think the wallets might then be done away with, the men would ride much better and more comfortably without them (for our cavalrymen would be far better horsemen than they are if wallets had never been invented), and the absence of straps and buckles would be a great advantage, the haversack would carry all that was necessary in this case the coat and water proof sheet must of course, be carried as a rear pack. Every. thing else should be carried in the cart-horseshoes, blankets, built-up rope (or one long rope for the troop), and any change of clothing that is absolutely necessary. There is a great deal more to be said on this subject, but I hope I have written enough to give your readers food for reflecting whether some trouble and possibly. expense should not be devoted to reducing the weight carried by out troop horses on active service. From time to time it has been hinted to me that our cavalry soldier does not take sufficient care of his horse on service. I be. lieve this insinuation arises from the excessive mortality amongst horses during the war, and one of your contemporaries even attributed it to what he was pleased to call "the peace traditions of the British cavalry." I think if this writer were to study the Army List and note the honours won by the British horse he would be shamed into withdrawing this offensively silly paragraph. But alas! how many writers on military subjects nowadays are grossly ignorant of all military matters? I propose, therefore, in my next article to show that this libel on the British cavalry soldier has no foundation in fact, and at the same time to

TWO SORTS OF FATIGUE.

explain the reasons for this equine mortality.

To be tired is nothing. The bodily powers are more or less exhausted for the time being. No harm is done. The sources of strength are not impaired. Food and rest will set things to rights. We shall sleep all the better for having come home under the scothing influence of fatigue. It is nature's narcotic, leaving headaches or bewildered brains behind it. It is the highest licence to knock off work; it is an order for to-morrow's supply of vigour. The man who was never tired with hones. labour has nissed one of life's luxuries. But the thing this woman talks of is very

different. Rest does not relieve it; the cheerfulness and refreshment of the evening meal cannot be used as an antidote to it; it is a sort of weakness which neither welcomes the darkness nor has hope in the dawn.

"Even since I was a girl of twelve years of age," she says, " I have been weak and ailing. I had no strength or energy, and was always low and languid. I had a poor appetite, and the little food I took gave me great pain at the chest and through to my back.

"My, skin was yellow, and I had a constant pain at my right side. From time to time was taken with spasms, and for hours was racked with pain. I lost much sleep, and had often to ing in the stomach which made me feel as if I had no strangth left.

"In this low state I continued for years, being sometimes better and again worse, but never free from pain. I got so extremely weak that I often thought I should never live.

"In Murch, 1893, my mother-in-law told me about Mother Seigel's Curative Syrup, and how it had done her good. I got a bottle from Mr. F. Hudson, chemist, Eccleshall, and when I had taken it a short time I found great benefit. My on taking it, and soon was better than I had been for years.

"Since then I have kept the medicine in the house, and whenever I feel anything of my old Seigel's Syrup. You can make what use you in the troop should know where his kit is, and like of this statement. (Signed) Mrs. Esther be able to get it without disturbing the rest. I. Palin, Cotes Heath Bank, Standon, near 122 With a cart none of these requirements would Crewe, Nov. 1st, 1895."

Mr. Frank T. Hudson, the chemist whom Mrs. Palin names, informs us that he has known her for some years, and vonches for the accuracy of her statement.

In the absence of definite information we can do no more than speculate as to the original cause of this lady having become, at so early an age, a victim of indigestion. The unkanny fact, however, is, that there are multitudes of children, usually girls, who suffer in the same way. They are amemic, pale, weak, low-spirited, short of breath, and generally incupable. Every doctor comes across them in his practice, and plenty of trouble and worry he has in tryingcommonly with poor success—to cure them. The fundamental defect with these young people is a congenitally bad digestion. The stomach dull, weak, cold, and torpid; hence food does not nourish, and all the symptoms and results of non-nutrition follow, as described by Mrs. Palin. The patient may die—helpless to resist—of some acute disease like pneumonia or quick consumption, or linger along for many years, as she did, bearing a load of illness and pain that is pitiable

In these sad cases Mother Seigel's Syrup has made a record of cures, even in advanced life, which stamp it as a genuine remedy. It goes to the root of the trouble, the incompetent stomach and liver, stimulates them to normal action, and thus ensures a radical recovery. Despite their dismal past many a woman having used the Syrup, says with Mrs. Palin, "I am now in good health."

MANILA CIGARS.

WANTED by a Manila Cigar Factory AGENTS in Hongkong, Singapore Favourable conditions.

Offers under "M. W." to be directed to-"EL COMERCIO" OFFICE, MANILA.

TOR SALE:

References required.

Hongkong, 30th August, 1900.

In addition to the BLICK-WRITER, we Manufacture a complete line of DESKS. roll and flat top, TYPE-CABINETS. WRITER OFFICE TABLES and FURNITURE, SUSPEN-SION Letter Document, and Catalogue FILES, CARD INDEX CABINETS, and any article used in an Office

or Library. We cordially invite Merchants and others to send for our complete Catalogue. Orders may be placed through any Reputable London or American House or direct, as may best suit convenience.

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Hongkong, 24th October, 1899.

FOR SALE. METCH PLANS of Hongkong, showing Buildings, Godowns, Street Nos., Lot &c., &c.; especially suitable for FIRE Insurance companies.

J. D. K. Z., Care of Daily Press Office. Hongkong, 30th August, 1900.

HIRANO NATURAL MINERAL WATER, HIRANO MURA, HYOGO-KEN,

JAPAN. TO OTTLED in its Natural Carbonic Acid Gus. Bright Sparkling and Effervescent. An excellent drink with Wines or Spirits.

Price 85.50 per Case of 48 Pints. As seen from the Imperial Japanese Government's Analysis the above belongs to a class of saline mineral waters having alkaline reaction, and taken internally its medical uses are for chronic catarrh of the stomach, intestines, diseases of glands, and chronic endometritis. TAI WO & CO.,

22, Bank Buildings. Agents for Hongkong. Hongkong, 14th August, 1900.

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NOTICES TO CONSIGNEES STEAMSHIP "SALAZIE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London and Havre ex s.s. Adour, and Bordeaux ex s.s. Ville de Valencienne and Maurice Reunion, in connection with above Stonmer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees

before Noon To-DAY, the 20th instant, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 5th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th September, or they will not be re-All damaged packages will be examined on WEDNESDAY, the 5th September, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX.

Hongkong, 29th August, 1900.

OCEAN STEAMSHIP COMPANY. CONSIGNEES per Company's Steamer

"ALCINOUS." are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th instant

Optional vargo will be landed unless notice has been given prior to steamer's arrival. Goods undelivered after the 1st prox. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at II A.M. on the 4 prox. BUTTERFIELD & SWIRE.

Hongkong, 25th August, 1900.

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Onoda Cement Company, Imperial Government Paper Mills, MITSUI BUSSAN KAISHA. M. FUJISE. Manager. Hongkong, 19th August, 1899

TO ORTLAND CEMENT & BROS

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Hongkong, 16th September, 1899. WING CHEONG.

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GENERAL EXPORTERS.

We beg to inform the Ludies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind Nos. 1 & 3. D'Aguilae Street.

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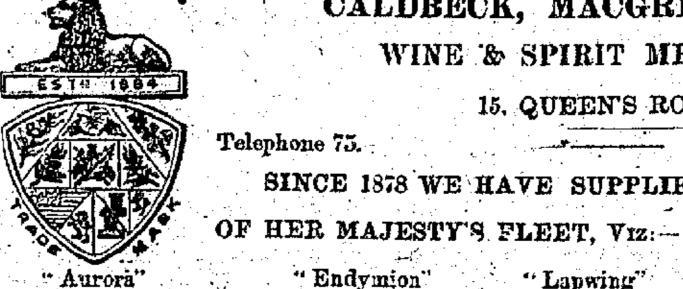
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'Cleopatra' 'Carvefort' "Centurion Champion' "Cockenaler 'Constance' "Conquest" "Charybdis Crescent' " Daphne"

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"Kestrel"

" Edgar"

"Egeriu"

" Esk"

"Mercury" "Pigmy

" Minerva' "Redpole" "Swift" " Mosquito" "Eheldrake" " Moorhen' " Marathon "Satellite" "Mohawk" "Eevern" "Narcissus" "Epartan" "Eandpiper" " Orlando' "Enipe" "Otter" "Pallas" "Tamar "Peacock' "Tweed" " Pegasus' "Terrible" "Penguin "Tyne" "Undnunted" "Phomix "Pigeon' "Victor Emanuel" "Victorious" "Pique" "Wanderer" "Plover" "Waterwitch" " Powerful" "Wivern" "Woodcock" "Porpoise

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say, Manila 27th August, Hemp and

Schulz, Canton 29th August, General.

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Clara, German str., for Haiphong. Pronto, German str., for Saigon.

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'Aug. 30, LOONGMOON, German str., 1,245;

Aug. 30, INDEPENDENT, German str., 871, A.

Aug. 30, Loyal, German str., 1,237, Lorenzen,

Aug. 30, PETRIANA, British str., 1,248, Snape.,

Palampapan 23rd July, Oil.—ARNHOLD,

Chefoo 24th August, General.—CHINESE.

Aug. 30, Australian, British str., 3,000, P. T.

Aug. 30. ROHLLA, British str., 2.216, C. H. S.

Aug. 30, KWEIYANG, British str., 1,086, Onter-

CLEARANCES.

30th August.

DEPARTURES.

Aug. 30, Formosa, British transport, for Taku.

Aug. 30, MATIANA, British transport, for

Aug. 30, BRAEMAR, British str., for Portland.

Aug. 30, PROGRESS, German str., for Touron.

Aug. 30, Loongsang, British str., for Manila.

Aug. 30, Honokong, French str., for Hollow,

Aug. 30, MACEDONIA, British str., for Moji.

Aug. 30, Nathung, British transport, for Taku.

VESSELS IN DOCK.

KOWLOON DOURS .-- U.S.S. Monterey, Argus,

Hailoong, Thales, H.I.G.M.S. Hertha, Kaifong.

SHIPPING REPORTS.

24th August, had fine weather to Saddles; heavy

rain and head sea to Turnabout; thence to port

fine, clear weather and sharp head sea,

The American Steamer Tooman, from Chefoo

COSMOPDIATAN DOCK.—Nunshan, Stanfield.

Aug. 30, Stan, British str., for Amoy.

ABERDEEN DOCKS .- Chowtai.

Aug. 30, CROWN OF ARRAGON, British str., for

AT THE HARBOUR MASTER'S OFFICE.

bridge, Hongay 27th Aug., Coal.-BUTTER-

Holtz, Samarang 21st August, General.

Bangkok 22nd August, Rice.-SANDER,

Chusan LONDON &C., VIA PORTS OF CALL PROMETHEUS JAVA..... GLAUCUS..... Alcinous HECTOR Fren. str. YARRA Ger. str. ... SIBIRIA SAXONIA Ger. str. . SERBIA Ger. str. . Ger. str. KONIGSBERG S..... Ger. str. RICHMOND CASTLE Brit. str. .. Brit. str. .. GLENESK Ger. str. ASTURIA Brit. str. ... OLYMPIA Brit. str. ... EMPRESS OF JAPAN CITY OF PEKING Amr. str.

Jap. str...

SHEWAN, TOMES & Co. CARLOWITZ & Co. Hildebrandt J. Truebridge 👙 DODWELL & Co., LIMITED CANADIAN PACIFIC R. Co...... G. A. Lee, R.N.R. W. S. Themson DODWELL & Co., LIMITED ... PACIFIC MAIL S. S. Co. 0. & O. S. S. Co. Toyo Kisen Kaisha ******** BUTTERFIELD & SWIRE GIBB, LIVINGSTON & Co. St. John George ... BUTTERFIELD & SWIRE Nelsona..... MCLCHERS & Co. P. & O. S. N. Co. C.H.S. Tocque, R.N.R. SHEWAN, TOMES & CO. Hadley NIPPON YUSEN KAISHA W. Townsend P. & O. S. N. Co. E. Street Nippón Yusen Kaisha BUTTERFIELD & SWIRE Hall MITSUI BUSSAN KAISHA.....

Schmitz

Jager

Schuder

the a said as accessors

A. Ramsay

Pennefather

(FREIGHT SERVICE).

Braun

Sachs

On 20th Sept. On 18th Sept. To-morrow, at Noon. On 12th Sept., at Daylight. "On 25th Sept. On 6th Sept., at 4 P.M. On 20th Sept., at Noon. On 5th Sept., at Noon. On or about 1st Sept. To-morrow, at 5 P.M. On 2nd Sept., at 4 P.M. On or about 31st inst. On 2nd Sept., atDaylight. To-day, at 10 A.r. On 5th Sept., at Daylight. On 3rd Sept., at 5 P.M. SHEWAN, TOMES & Co. BUTTERFIELD & SWIRE On 20th Sept., at Noon. On 2nd Sept., at Daylight. BUTTERFIELD & SWIRE

TO DE DESPATCHED

Te-morrow, at Noon.

On or about 6th Sept.

On 6th Sept., at Noon.

On 10th Sept., at 1 P.M.

On or about 21st Sept.

On or about 30th Sept.

On or about 12th Oct.

On of about 20th Oct.

On or about 31st Oct.

On or about 31 stinst.

On or about 15th Sept.

On or about 10th Oct.

On 8th Sept.

On 26th Sept.

On 7th Sept., at Daylight.

On 4th Sept.

On 18th Sept.

On 20th Sept.

Quick despatch.

On 2nd Oct.

Davies JARDINE, MATHESON & Co. To-morrow, at Noon.

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PROPOSED SAILINGS FROM HONGKONG.

		SUBJECT	TO ALTERATION.	·		
	STEAMERS.	DE:	STINATIONS.	SAILIN	G DATES.	
' 	* SIBIRIA	(HAVRE & HAN	IBURG ((About 21st)Freight an	ьd
	Capt. Braun	{ (London with tran	shipment in Hamburg)	Sept.	Passage.	
ļ	SAXONIA	JHAVRE and HA	AMBURG	About 30th	Project	
Ŧ.	L'OCALE LO COMP	THE PROPERTY OF THE PROPERTY O		Mant.	1	
	SERBIA	(HAVRE & HAN	IBURG ((About 12th	1 Trustant	
ļ	Capt. Sachs	((TODEOU ALTURIAN	simbilient in tramonth) (Couner.) '	_
į	* KONIGSBERG	HAVRE & HAI	MBURG	About 20th	i (Freight ar	ıd
1	Capt. Schüder	🗋 (London withtran	ishipment in Hamburg).	October	Passage.	
[BAMBERG Capt. Jacobs	HAVRE & HAD	4BURG	About 31s	1) Prozekt	
١	Capt. Jacobs	(London with tran	shipment in Hamburg) λ	(October,) Trought.	
١	*These steamers h	ave superior accom	modation for Passonger	rs and carry	a Doctor and	\mathbf{a}
,	Stampuloss	-				

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO.,

AGENTS. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER DIENST. Hongkong, 21st August, 1900.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

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> PUNCTUALITY. SAFETY. Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

> > PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION). EMPRESS OF JAPAN" ... Condr. Geo. A. Lee, R.N.R. ... WEDNESDAY, 26th Sept., 1900 "EMPRESS OF CHINA"...Comdr. R. Archibald, R.N.R....WEDNESDAY, 24th Oct., 1900 EMPRESS OF INDIA"....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900

FINE magnificent TWIN-SCREW STEAMHIPS of this Line pass through the famous I INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN-COUVER in 12 DAYS, saving THREE DAYS to a WEEK, in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave doily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments: The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS

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Hongkong, 30th August, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY)_

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION STEAMERS. DESTINATIONS. YNAGASAKI, KOBE and YOKO-) SUNDAY, 2nd Sept., at Sanuki Maru § HAMA § 4 P.M. W. Townsend MARSEILLES, LONDON, and SADO MARU g......... "ANTWERP, VIA SINGAPORE, FRIDAY, 7th Sept., at PENANG, COLOMBO & PORT (DAYLIGHT. W. Thompson

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and NOON. Atlantic Steamers.

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PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

•	STEAMERS.			8	SAILING DATES.
	PRINZ HEINRICH		THURSDAY	isha sas	6th September.
	PREUSSEN		THURSDAY		20th September.
	HAMBIIRG (Hamburg-Amerika Lime)		WEDNESDAY		3rd October.
	SACHSEN		WEDNESDAY		17th October.
	1411/DBN R41164	27.7	JA GITUTATIKOTINAT Y		31st October.
	I DATULIA				14th November.
			MEDNESDAT		28th November.
	KONTG ALBERT	100	WEDNESDAI.	***	12th December.
	PRINZ HEINRICH		Mannanar	+4+ 4+-	26th December.
	PRINZESS TRENE		WEDNESDAY		9th January, 1901.
	PRETISSEN		MEDNESDAT		23rd January, 1901.
	i HAMRIIRG (Hamburg-Amorika Linta)		- AA ERITSTATORITATET I		6th February, 1901.
	LCACITICEN'		- MEDNESDAT.		20th February, 1901.
	KIAUTSCHOU (Hamburg-Amerika Linie	1)	WEDNESDAY		6th March, 1901.
	1				

O'NTHURSDAY, the 6th day of September, 1900, at Noon, the Steamship "PRINZ HEIN-RICH," of the Nordbeutscher Lloyd, Captain G. Meyer, with MAILS, PASSEN-GERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Tuesday, the 4th September. Cargo and Specie will be received on Board until 5 r.M. on WEDNESDAY, the 5th September, and Parcels will be received at the Agency's Office until Noon, on Wednesday, the 5th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board. NORDDEUTSCHER LLOYD.

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MELCHERS & CO., AGENTS.

Hongkong, 25th August, 1900.

Hongkong, 18th August, 1900.

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A. M. MARSHALL; Acting Superintendents

TOD DODUTANT OFFICIAN

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FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.			OREGON RAILROAD AND NAVIGATION CO.					
Steamer.	Tons.	Caplain.	Proposed Sailing	Steamer.	Tons.	- Captain.	Proposed Sailing.	
OLYMPIA DUKE OF FIFE GLENOGLE QUEEN ADELAIDE	$3,821 \ 3.750$	J. S. Cox W. Frakes	Sept. 11 Sept. 15	MON SHIRE	2,907 2,872	W. S. Thomson. J. Kennedy	Sept. 20 Oct. 20	

THIR attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. HONGKONG to LONDON, £47.

Excellent accommodation. First class Table. Doctor and Stewarress carried Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, £41. The Railroad travelling is second to none on the American Continent; two trans-confinental

trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 41 days. Magnificent Scenery of the Rocky and CASCADE MOUN-TAINS. The YELLOWSTONE NATIONAL PARK route. HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £28,

The best route to the Klondyke Gold Fields. Frequent Sailings from Victoria TACOMA and PORTLAND to DYEA, and St. MICHAEL. HONGKONG TO YELLOWSTONE PARK AND BACK, £65 10s. 0d.

This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TA-COMA or PORTLAND to CINHABAR and return, Sleeping and Dining Car accommodation. Tacoma or Portland to Livingston and return, and Stage Coach transportation, Cinnabar to-Manunoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months. thus affording ample time for hunting and fishing trips in addition to the tour of the Park. The round trip can be made within three months. Rates of Passage to other Points on application.

A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED. General Agents.

Hougkong, 16th August, 1909. CHINA NAVIGATION COMPANY.

CHINA NAVIGATION COMPANY,

FOR MANILA.

LIMITED.

FITHE Company's Steamship "TAIYUAN," Captain Nelson, will be despatched as above

on THURSDAY, the 20th September, at The attention of Passengers is directed to Chamber ensures the Supply of Fresh Provisions. the Superior Accommodation offered by this

Steamer. The First-class Saloon is situated forward of the Engines A duly qualified Surgeon is carried and the to and from Australia are available for return

Vessel is fitted throughout with Electric Light. by the Steamers of the Eastern AND AUSTRA-For Freight, apply to

BUTTERFIELD& SWIRE, Agents. Hongkong, 28th August, 1900.

LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS. SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN." Captain Nelson, will be despatched as above on THURSDAY, the 20th Sept., at NOON. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon, is situated forward of the Engines. A Refrigerating

during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B .- Return Tickets issued by this Company

LIAN S.S. Co. and vice versa. For Freight, apply to

BUTTERFIELD & SWIRE. Agents.

Hongkong, 28th August, 1990.

The British steamer Diamante, from Munila 27th August, had strong S.W. winds and heavy rain squalls on the 27th and 28th; light breeze, clear and fine weather on the 29th and 30th. The British steamer Robilla, from Yokohama 22nd August, had squally weather in Inland Sea; strong S.E. winds and squally weather after clearing coast of Japan to coast of China. The British steamer Australian, from Sydney 4th August, Brisbane 6th, Townsville 9th, Cooktown 10th, Thursday Island 12th, Port Darwin 17th and Manila 28th, experienced fine weather and variable winds to Port Darwin, and from there to Manila had fine weather for the first three days, which then came on hazy, blowing hard from N.W. with a heavy N.W. swell. Whilst passing Cape Calavite on 23rd, S o'clock a.m., sighted a stenmer ashore and kept away to her assistance. 9 c'clock stopped at a safe distance from the wreck, which turned out to be N. Y. K. Co.'s steamer Futami Mara ashore on Pantokami Point, about one-quarter of a mile from the shore. 9.25 chief officer boarded us and reported the ship a total wrock and broken amidships, and all the passengers and crew landed and camped on shore, where they had THE Company's Steamship been for the last five days. They requested to be taken to Manila, with the mails and sixteen cases of specie to the value of £9,000 sterling. Proceeded immediately into Paluan Bay to leeward of reef in almost smooth water, working engines us required, there being no anchoruge, the least soundings being forty fathoms. Lowered two lifeboats and gig and manned them, in charge of 2nd and 3rd officers, and proceeded taking oif the passengers, part of the crew and mails and specie; meantime working engines as required, keeping a safe distance from the chore and facilitating the work on hand. 1.45 p.m. all safely on board (129 souls), | THE Company's Steamship also mails and specie. Hoisted up boats and at 2 o'clock proceeded full speed in continuance of voyage to Manila and arrived there the following day at 9.30 a.m. Left Manila on 28th at 1

do clock p.m. and experienced thick hazy wen-

ther with heavy rain squalls from N.W. On

29th the wind turned to N.E. very suddenly,

with no change in barometer, and the weather

cleared up with a smooth sea.

LONDON VIA BUEZ CANAL..... LONDON LONDON VIA SUEZ CANAL LONDON VIA SUEZ CANAL..... LIVERPOOL DIRECT BREMEN, VIA PORTS OF CALL..... PRINZ HEINBICH MARSEILLES, HAVRE & COPENHAGEN, VIA B'ROK. ANNAM MARSEILLES, LONDON & ANTWERP, V. S'PORE, &C. SADO MARU. MARSEILLES, &c., VIA PORTS OF CALL HAVRE & HAMBURG HAVRE & HAMBURG HAVRE & HAMBURG HAVRE & HAMBURG HAVRE & HAMBURG NEW YORK VIA SUEZ CANAL NEW YORK VIA SUEZ CANAL NEW YORK VIA SUEZ CANAL VICTORIA, B.C., & TACOMA..... VANCOUVER, VIA SHANGHAI, &c..... PORTLAND, OREGON, &c...... SAN FRANCISCO VIA SHANGHAI, &c. SAN FRANCISCO VIA AMOY, &c... SAN FRANCISCO VIA AMOY, &c. SAN DIEGO, &c., VIA SHANGHAI, &c. AMERICA MARU BERGENHUS AIRLIE AUSTRALIAN PORTS..... AUSTRALIAN PORTS..... TAIYUAN GERMAN COLONIAL & AUSTRALIAN PORTS MCNCHEN YOKOHAMA. VIA NAGASAKI & KOBE ROHILLA NAGASAKI, KOBE & YOKOHAMA RADNOESHIRE NAGASAKI. KOBE & YOKOHAMA SANURI MARU SHANGHAI CLYDE SHANGHAI SWATOW, AMOY & FOOCHOW HAICHING ANPING MARU SWATOW, AMOY & TAIWANFOO DIAMANTE MANILA..... Brit. str. .. MANILA TAIYUAN MANILA, CEBU & HOILO Brit. str. .. SINGAPORE, PENANG & CALCUTTA CHELYDRA Brit. str. ... VESSELS ON THE BERTH SHIPPING. HAMBURG-AMERIKA LINIE AKRIVALS. Aug. 30, DIAMANTE, British str., 1,255, Ram-

DOUGLAS STEAMSHIP COMPANY, LIMITED.

POSTPONEMENT.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING." Captain Hall, will be despatched for the above ports TO-DAY, the 31st instant, at 10 A.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.,

Aug. 30, HAMBURG, British ship, 1,649, Caldwell, New York 20th April, Oil.—STAN-General Managers. Hongkong, 28th August, 1900.

FOR NEW YORK VIA SUEZ CANAL. Aug. 30, RADNORSHIRE, British str., 1,889, A. D. Hadley, London via Singapere 24th | THE Steamship

August, General .- SHEWAN, TOMES & Co. Aug. 30, Toonan, Amr. str., 1,354, J. Blethen, "RICHMOND CASTLE" will be despatched for the above port on or about the 31st instant, and will be followed by Helms, Sydney 4th August, Brisbane 6th, the Steamship Townsville 9th, Cooktown 10th, Thursday

"AFRIDI" Island 12th, Port Darwin 17th and Manila on or about the 8th September, and the 28th, General.-Gibb, Livingston & Co. Steamship "MARIA DE LARRINAGA." Tocque, R.N.R., Yekohama 22nd August, General.—P. & O. S. N. Co.

For Freight, apply to DODWELL & CO., LD., Agents.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"CHELYDRA, Captain Davies, will be despatched as above TO MORROW, the 1st September, at Noon. For Freight, or Passage apply to

JARDINE, MATHESON & CO., - General Managers. Hongkong, 25th August, 1900.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. Aug. 30, INDRAVELLI, British str., for New York. STEAM FOR STRAITS, CEYLON, AU TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

FINHE Steamship

"CHUSAN," Captain C. D. Bennett, R.N.E., carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 1st September, 1900, at Noon, taking passengers and

cargo for the above ports. Silk and Valuables, all cargo for France, and -Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceedcargo for London, &c., will be conveyed via

Bombay with transhipment. Parcels will be received at this Office until P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills

of Lading. ·For further particulars, apply to A. M. MARSHALL, Acting Superintendent. Hougkong, 20th August, 1900.

THE EAST ASIATIC COMPANY,

LIMITED. FOR MARSEILLES. HAVRE AND COPENHAGEN WITH OPTION VIA BANGKOK.

"ANNAM" will be ready to load as above on SATURDAY

the 1st September. For Freight or Passage, apply to MELCHERS & CO., A gents.

Hongkong, 28th August, 1900. CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAT. above on SUNDAY, the 2nd September, at

DAYLIGHT. For Freight or Passage, apply to EBUTTERFIELD & SWIRE Agents, Hongkong, 30th August, 1900.

Hongkong, 30th August, 1990.

VESSELS ON THE BERTH CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, CEBU AND ILOILO. THE Company's Steamship

"KAIFONG." Captain Pennefather, will be despatched on SUNDAY, the 2nd September, at DAYLIGHT. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light, For Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 28th August, 1900. THE CHINA AND MANILA STEAM. SHIP COMPANY, LIMITED.

FOR MANILA. THE Company's New Steamship

"DIAMANTE." Captain A. Ramsay, will be despatched as above on MONDAY, the 3rd September, at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is litted throughout with Electric

A doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 30th August, 1900.

OCEAN STEAMSHIP COMPANY. FOR LONDON (VIA SUEZ CANAL). THIE Company's Steamship

"PROMETHEUS," Captain Day, will be despatched as above on TUESDAY, the 4th September. For Freight, apply to BUTTERFIELD & SWIRE,

Hongkong, 27th July, 1900. THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 5th Sept., at DAYLIGHT. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA Agents. Hongkong, 23rd August, 1900. NORDDEUTSCHER LLOYD

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS. Calling at SAIPAN, PONAPE, FRIEDRICH. WILBELMSHAFEN, FINSCHHAFEN, HER-BERTS-Höhe, Townsville, Rockhampton, BRISBANE and SYDNEY.

On WEDNESDAY, the 5th September, 1900, at Noon, THE Steamship

"MÜNCHEN." (4,536 Reg. Tonnage). Captain Krobs, with Mails, Passengers, Specie and Cargo, will leave this Port on above. The steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board. For further Particulars, apply to

MELCHERS & CO., Hongkong, 19th July, 1900. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland PORTS, and taking through Cargo to ADE-LAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AIRLIE," Captain St. John George, will be despatched

for the above ports on THURSDAY, the 6th prox., at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions. Ice, &c., throughout the voyage. This Steamer is installed throughout with

the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.,

Agents. Hongkong, 17th August, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND

HONOLULU. THE UNITED STATES, . MEXICO, CENTRAL AND SOUTH AMERICA, &c.

...3,606 Tons, on 25th Sept.

THE Steamship "BERGENHUS" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA SHANGHAI MOJI, KOBE, YOKOHAMA and HONO-LULU, on TUESDAY, the 25th September. Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destimed to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Accents. Hongkong, China and Japan. Hongkong, 25th August, 1900.

VESSELS ON THE BERTH. OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED. STATES, MEXICO, CENTRAL AND SOUTH

AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS. VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. COPTIC (via Shanghai,) Nagasaki, Kobe, In- (SATURDAY, Sept. 1, land Sea, Yokohama at Noon. and Honolulu)

GAELIC (via Shanghai, Nagasaki, Kobe. In THURSDAY, Sept. 27, land Sen, Yokohama at Noon. and Honolulu)

Donic (via Shanghai,) Nagasaki, Kobe, In (Tuesday, Oct. 23, land Sea, Yokohama at Noon. and Honolnin)

CISCO VIA SHANGHAI, NAGASAKI, Sept. (Parcels are not to be sent on board; KOBE, INLAND SEA, YOKOHAMA. and HONOLULU on SATURDAY, the 1st | tents and Value of Packages are required. September, 1900, at Noon.

Steamers of this line pass through the IN-LAND SEA OF JAPAN and call at HONO. LULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to Eng. land, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and parti. THE Steamship culars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or nice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN,

Agent. Hongkong, 7th August, 1900.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

AMERICA MARU (via) Amoy, Shanghai, Na- | WEDNESDAY, Sept. gasaki, Kobe, Inland > 12, 1909, at DAY-Sea, Yokohama, and i LIGHT.

Honolulu) Hongkong Maru (via) Shanghai, Nagasaki, (SATURDAY, Oct. 6, Kobe, Inland Sea, Yo- (1909, at Noon. keliama, and Honolulu) NIPPON MARU (via

Shanghai, Nagasaki, Tuesday, Oct. 30. Kobe, Inland Sea, Yo-1900, at Noon. kohama, and Honolulu)

THE Twin-Screw Steamship

"AMERICA MARU" will be despatched for SAN FRANCISCO VIA AMOÝ, SHANGHAI, NAGASAKI KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on WEDNESDAY, the 12th Sept., 1900, at DAYLIGHT, taking Freight and Passengers for Japan, the United States, and

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO. LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC Union Pacific, Denver and Rio Grande and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of C4 in addition to the regular tariff rate.

. Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines

Particulars of the various routes can be had on application. Special rates (first class only) are granted to

Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Control and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN. Hongkong, 29th August, 1900.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. NOTICE.

STEAM FOR SAIGON. SINGAPORE, BATAVIA COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

N MONDAY, the 10th September, 1900, at I P.M., the Company's Liteamship "YARRA," Captain Schmitz, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Bombay. This Steamer connects at COLOMBO with the s.s. Ville de la Ciotat, which vessel takes on her Passengers and Mails, leaving that port on the 22nd September direct to Suez, Port Said

and Marseilles. Cargo and Specie will be registered for London as well as for Marsoilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, WHE Company's Steamship "COPTIC" Cargo will be received on board until 4 P.M., will be desputched for SAN FRAN- Specie and Parcels until 3 P.M. on the 9th they must be left at the Agency's Office.). Con-For further Particulars, apply at the Company's Office.

> G. DE CHAMPEAUX, Hongkong, 28th August, 1900.

> > ${f A}$ gents.

SHEWAN, TOMES & CO. S NEW YORK

FOR NEW YORK VIA SUEZ.

"GLENESK" will be despatched for the above port on or about 15th September, 1900. To be followed by Steamship

"ANAPA," about 15th October. For Freight apply to SHEWAN, TOMES & CO.,

Hongkong, 20th August, 1900. OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"GLAUCUS:" Captain Barwise, will be despatched as above on TUESDAY, the 18th September. For Freight, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 10th August, 1900.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG "Shai. Nagasaki, Kobe, [Tuesday, Sept. 18, Inland Sea, Yokohama, at Noon. and Honolulu)

Shanghai, CHINA (via Nagasaki, Kobe, In SATURDAY, Oct. 13, land Sea. Yokohama. at Noon. and Honolulu)

CITY of RIO DE JANEIRO (vis Shanghai, Nagasa- (THURSDAY, Nov. 8, ki, Kobe, Inland Sea. at Noon. Y'hama and Honolulu

THE Company's Steamship "CITY OF

PEKING" will be despatched for SAN

FRANCISCO, VIA SEANGHAI, NAGA-SAKI, KOBE, INLAND SEA. YOKO-HAMA and HONOLULU, on TUESDAY, the 18th September, at Noon. Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point ca route.

Through Passage Tickets granted to Eng. land, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may beobtained on application.

*Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN * PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rto Grande, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tarix rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be lad on application.

Special rates (first classs only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demorara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Package. will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to passage and

Freight, apply to the Agency of the Company, Queen's Building. J. S. VAN BUREN.

Agent Hongkong, 29th August, 1900.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY. FOR LIVERPOOL, DIRECT (TAKING CARGO AT LONDON RATES.)

THE Company's Steamship

"HECTOR," Captain Barr, will be despatched as above on THURSDAY, the 20th September. · For Freight, apply to BUTTERFIELD & SWIRE,

Hongkong, 24th August, 1900. [2203]OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship "ALCINOUS." Captain Pulford, will be despatched as above on TUESDAY, the 2nd October. For Freight, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, 29th August, 1900. NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS | Elba, Italian cruiser 18 guns, Capt. Cecconi, at in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Indo. CHINA STTAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897

HONGKONG.

STEAMERS Australian, British str., 3,000, Helms, Aug. 30, Gibb, Livingston & Co Azov, Austrian steamer, 988. Randech, Aug. 28, Sander, Wieler & Co Chelydra, British str., 1,567, Davies, Aug. 24, Jardine, Metheson & Co

Chiyuen, Amr. str., 1,177, Jamieson, Aug. 22, Cninese Chowtai, British str., 1,115, Morris, Ang. 24, Batterfield & Swire Clara, German steamer, 675, Hansen, Aug. 27.

Jebsen & Co Diamante, British str., 1,225, Ramsay, Aug. 30, Shewan, Tomes & Co Else, German steamer, 900, Petersen, Aug. 28, Jebsen & Co Haiching, British str., 1.267, Hall, Aug. 28

Douglas Lapraik & Co Hailoong, British str., 783, Bathurst, Aug. 13, Admiralty Hating, French steamer, 750, Bast, Aug. 20, A. R. Marty Holstein, German str., 985, Ipland, Aug. 22, Jebsen & Co

Independent, German str., 871, Holtz, Aug. 30, Sander, Wieler & Co Kaifong, British str., 1,024, Pennefather, Aug. 26, Butterfield & Swire Kalgan, British str., 1,158, Laver, Aug. 27, Butterfield & Swire Keongwai, German str., 1,115, Groves, Aug 27,

Butterfield & Swire Kong Beng, German str., 862, Fuchs, Aug 23, Butterfield & Swire Kutsang, British str., 1,495, Bradley, Aug. 22, Jardine, Matheson & Co

Kweiyang, British etc. 1,000 A. Liv, Norwegian str., 1,979, Rasmussen Aug. 27, Mitsui Bussan Kaisha Loksang, British str., 989, Leask, Aug. 28, Jardine, Matheson & Co Locag.noon, Ger. str., 1,245, Schulz, Aug. 24, Siemssen & Co

Loyal, German str., 1.237, Lorenzen, Aug. 30, Sander, Wieler & Co Mausang, British str., 1.644, Cox, Aug. 28, Jardine, Matheson & Co Munchen, German steamer, H. Krebs, Aug. 26,

Molchers & Co Petriana, British str., 1,248, Snape, Aug. 30, Arnhold, Karberg & Co Queen Adelaide, British str., 1,835, McNair, Aug. 28. Dodwell & Co., Limited Radnorshire, British str., 1,889, Hadley, Ang.

30, Shewn, Tomes & Co. Rohilla, British str., 2,216, Tocque, Aug. 30, P. & O. S. N. Co Sandakan, German str., 2,111, Muhle, Aug. 23, Melchers & Co Thales, British str., 820, Passmore, Aug. 25, Doughs Lapraik & Co.

Toonan, Amr. str., 1,354, Blethen, Aug. 30, Chinese Yuensang, British str., 1,128, Rolfe, Aug. 29, Jardine, Matheson & Co SAILING VESSELS.

Bittern, British schr., 399, Askin, Ang. 28, Siemssen & Co Hamburg, British ship, 1,649, Caldwell, Aug. 30, Standard Oil Co Manuel Llaguno, Amr. ship, 1,650, Small, Aug. 6, Standard Oil Co

Norwood, British ship, 1,598, Roy, July 31, Peter Rickmers, Ger. 4m. ship, 2,751, Scholer, Aug. 11. Standard Oil Co. President, British bark, 750, Munro, Aug. 24, Siemssen & Co

Sachem, Amr. bark, 1,267. Nickles, July 13, Standard Oil Co Saranac, Amr. bark, 858, Bartaby, Aug. 15. Standard Oil & Co Sierra Estrella, British ship, 1,397, Farmer, July 8, Dodwell & Co., Limited

Stanfield, British bark, 562, Wilson, June 22, Tam O'Shanter, Amr. ship, 1,432, Ballaid, May 16, Standard Oil Co Westgate, British ship, 1,839, Neville, Aug. 9.

Standard Oil Co FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Kerniloff, Russian protected cruiser, Nagasaki Admiral Nakhimoff, Russian craisor, 9,000, Capt. Vsivolojsky, at Tientsin

Albay, American gunboat, Ensign D. W. Knox, Piet-Hein, Dutch cruiser, Capt. J. Jansen, at

at Zamboanga Aleout, Russian gunboat, 8 guns, 1,200 h.p., Capt. Elkisky, at Vladivostock Alouette, French cruiser, 300, Lieut. Acem Belloy, at Shanghai Asperu, Austrian craiser, Capt. Wm. Weber, at Shanghai

Aspic, French ganboat, 6 guns, 453 h.p., Capt. Razbonik, Russian cruiser, Capt. Kamaroff, at Journet, at Bangkok Baltimore, American protected cruiser, 10 guns, 4.413 h.p., Capt. J. M. Forsyth, at S'pore Basco, American gunboat, Naval Cadet J. W. Greenslade, at Manila Bennington, American gunboat, 6 guns, 3,436

h.p., Comdr. C. H. Arnold, at Cebu Bobre, Russian gun-vessel, 13 guns, 1,150 h.p., Capt. Dobrovolsky, at Nagasaki Brandenburg, German cruiser, Capt. Rosendahl. Sissoi Veliky, Russian battleship, 14 gans, at Hongkong Brooklyn, American (flagship) armoured cruiser,

Captain C. M. Thomas, at Nagasaki

Buffalo, American cruiser, Capt. C. T. Hutchins, at Taku

Calamianes, American gunboat, Ensign A. H. McCarthy, at Manila Callao, American gunboat, 1 gun, 55 h.p., Lieut. G. B. Bradshaw, at Zamboanga

Castine, American gunboat, 8 guns, 2,199 h.p., Comdr. C. G. Bowman, at Shanghai Celtic, American supply ship, 1,890 h.p., Lieut. Comir. N. J. K. Patch, at Sydney

Comete, Franch gunboat, Capt. Louel, at Hongkong Concord, American gunboat, 6 guns, 3,405 h.p., Coundr., H. G. O. Colby, at Iloilo

Culgon, American supply ship, Liout.-Comdr. H. C. Gearing, at Sydney 13,500 h.p., Capt. de Marolles, at Japan Descartes, French craiser, Captain Philibert, at

Dimitri Donskoy, Rus i n armoured crusier, 34 guns, 7,009 h.p., Comdr. Sharon, at Vladivostock Dan Juan de Austria, American gunboat, Com. T. C. McLean, at Canton Eclaireur, French guaboat, 8 guns, 2,050 h.p.,

Capt. Toxier, at Taku Shanghai Fioramosca, Italian eruiser, Capt. Carlo Negri. at Shanghai Friant, French cruiser, 693 tons, Capt. Adam, at Shanghai

Gaidamak, Russian torpedo boat, 18 guns, 3,500 h.p., Capt. Serbrenniff, at Vladivostock Gardoqui, American gunboat, Ensign G. Chase, at Manila Geffou, German cruiser, 10 guns, 9,000 h.p.,

Capt. Kollmann, at Shanghai General Alava, Americangunboat, Lieut, Comdr. C. E. Fox, at Glacier, American supply ship, Comdr. W. H. Everett, at Manila

Gremiatschy, Russian armoured cruiser, gans, 2,000 h.p., Capt. Miklashevsky, at Nagasaki Guichen, French cruiser, Captain Perem, at Hansa, German cruiser, 35 guns, Capt. Pohle,

Hela, German torpedo-beat, Capt. Rampold, at Hongkong. Helena, American gunboat, 8 guns, 1,998 h.p., Coundr. E. K. Moore, craising Hertha, German cruiser, 30 guns, - h.p., Capt.

von Usedom, at Hongkong Holland, Datch cruiser, Capt. S. K. Sylvaind, at Shanghai Ulis, German gunboat, 10 guns, 1,600 h.p., Capy Ha H Lang, at Taka Irene, German uiser, 22 gans, 8,000 h.p., Eapt Steir t Tsingtoo Iris, American collient Ensign D. W. Knox, at Manila Isla de Cuba, American ganboat, Lieut. J. N. Jordan, at Manila Isla de Lazon, American gunboat, Comdr. J. V. B. Bleecker, at Manila

Jaguar, German cruiser, Capt. Kinderling, on Yangtsze Jean Bart, French cruiser, 10 guns, 8,000 h.p., Capt. Anber, at Nagasaki Kalserin Augusta, German cruiser, 20 guns, 14.030 h.p., Capt. Guelich, at Taku Kaiserin Elizabeth, Austrian cruiser, Capt. Mauler v. Elisenau, at Shanghai

Kersaint, French gun-vessel, 13 guns, 2,200 lapa, Captain de la Motte du Portail, at Holhow. Japanes B. L. von Lussum, Shanghai * Korevetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki Kurftret Friedrich Wilhelm, German flagship, Capt. von Bolt Zendorff, at Hongkong

Leyte, American gunboat, Ensign L. R. Sargent, at Manila Liguria, Italian cruiser, Capt. Lecconi, at La cool and healthy, Singapere Lion, French gunboat, 4 guns, 500 h.p., Capt. Frost, at Hongkong Mandjour, Russian cruiser, 14 guns, 1,400 h,p., Capt. Yakoveff, at Chemulpo

Manila, American gunboat, 2 guns, 750 h.p., Comdr. T. H. Stevens, at Zamboanga Manileno, American gunboat, Ensign I. C. Wettengel, at Manila Marco Polo, Italian craiser, 22 guns, 10,000 h.p., Capt. Ed. Incaronato, at Singapore Marietta, American gunboat, Comdr. E. H.

Gleen, cruising Mariveles, American gunboat, Ensign C. E. Gilpin, at Manila Manileno, American gunboat, Ensign I. C Wetlengel, at Manila

Muria Theresa, Austrian cruiser, Capt. V. Bless Ritter v. Sambuchi, at Shanghai Monadagek, American double-turret monitor, 6 guns, 3,000 h.p., Capt. E. T. Strong, at Monocacy, American gunboat, 6 guns, 850 h.p., LENE GAS Co. Comdr. F. M. Wise, at Taku Monterey, American monitor, Capt. G. W.

Nanshan, American collier, Ensign F. E Ridgeley, cruising Nashville, American gamboat, Comdr. R. P. Rodgers, at Shanghai Navarin, Russian battleship, 2 gans, 1,150 h.p., Capt. Yenish, at Negasaki Newark, American (flagship) cruiser Capt. McCalla, at Shanghai

Piguan, at Hongkong

New Orleans, American craiser, Lieut. Comdr. J. T. Smith, at Manila Oregon, American battleship, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, for Kure Otavazny, Russian armoured cruiser, 12 guns, 2,590 h.p., Comdr. Coprianoff, at Nagasaki

Pampanga, American gunboat, Lieut. F. R. Payne, at Hoilo Panay, American gunboat, Lieut, F. L. Sawyer, Paragua, American gunboat, Lieut. A. Althouse,

Pascal, French erniser, 14 guns, 8,500 h.p., Capt. Motet, at Shanghai Petrel, American gunboat, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila 36 gans. 9,000 h.p., Capt. Jakovleff, at Petroparlovsk, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki Piedmonte, Italian cruiser, 12 guns, 12,000 h.p., Capt. F. Giuliani, at Singapore

> Slanghai Presidente Sarmiento, Argentine frigate, 16 guns, 2.000 h.p., Capt. Betheder, at Manila Princeton, American gunboat, 6 guns, 800 h.p., Comdr. Harry Knox, at Shanghai Quiros, American gunboat, Lieut. P. J. Werlich, at Manila

Rossia, Russian cruiser, Capt. Domojiroff. 22 guns, 14,500 h.p., at Port Arthur Rurik, Russian flag-ship, 48 guns, 13,500 h.p., Comdr. Haupt, at Port Arthur Samar, American gunboat, Lieut. G. C. Day, cruising Silatch, Russian gunbeat, 4 guns, 1,200 h.p.,

Capt. Barranoif, at Port Arthur 8,500 h.p. Capt. Mollas, at Nagasaki Sivoutch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki

Brutus, American collier, Lieut. Comdr. C. J. | Solace, American naval transport, Comdr. H. Winslow, en route United States Stromboli, Italian cruiser, Capt. R. Marselli, at Taku

Surprise, French gunbont, 2 guns, 900 h.p., Capt. Mornet, at Shanghai Tiger, German gunboat, Capt. Wittelsbaldt, at. Shanghai Carlo Alborto, Italian cruiser, Comdr. Cate, at Urdaneta, American gunboat, Naval Cadot J. E. Lawis, at Manila

Valkyrien, Danish cruiser, 3,000 tons, Prince Valdemar, at Singapore Vauban, French cruiser, 11 guns, 4,560 h.p. Capt. Boutet, at Shanghai Vettor Pisani, Italian cruiser, De Felippi v. C. Suofrio, at Shanghai Villalobos, American gunboat, Lieut. E. Simp-

Vladimir Monomach, Russian cruiser, 16 guns, Capt. Prince Ouchtomsky, at Nagasaki D'Entrecastemers, Fench flagship, 14 gnns, Vipere, French gunboat, Lieut. Glon del Villoneuve, at Taku Vsadnik, Russian orpedo-hoat, 18 guns, 1,500

son, at Manila

· h.p., Capt. Rogulia, at Port Arthur Weissenburg, German cruiser, Capt. Hofmeier, at Hongkong Wheeling. American gunboat, 6 guns, 1,100 h.p., Comdr. W. T. Burwell, at Shanghai

Woorth, German ciniser, Capt. Borckenhagen, at Hongkong Yorktown, American gunboat, 6 guns, 3,392 h.p., Comdr. E. D. Tanssig, at Zamboanga. Yosemite, American converted erniser, 10 guns, 3.800 h.p., Comdr. S. Schreeder, at N'saki. Zabiaka, Russian cruiser, 20 gans, 2,000, h.p., Capt. Shkruff, at Port Arthur

Zenta. Austrian conisor, 2,500 tons, 9,000 h.p., Capt. von Montelmann, at Taku

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Jagaraki, Kobe and Yokohama	Kadnorsarro	
Ingasaki, Kobe and Yokohama Shanghai	Randy	Saturday, 1st Sept., 5.00 P.M.
hanghai	Dimmenta	Monday, 3rd Sept., 4.00 P.M.
Innila, Cebu and Ilcilo	Washing	Monday, 3rd Sept 4:00 P.M.
Manila Samshui and Wuchow	W wenter	
Samshui and Wuchow Saipan, Ponape, Friedrich-Wilhelmshafen, Saipan, Ponape, Friedrich-Wilhelmshafen,	Munchen	Wednes.,5th Sept.,11.00 A.M.
Saipan, Ponape, Friedrich With Cownsville, Finschhafen, Herberts Hohe, Townsville,	The state of the s	20 50-0
Rockhampton, Brisbane and Sydney	(Thursday, 6th Sept.
· · ·	1	Registration 10.00 A.M.
EUROPE, &c., India via Tuticoria Extra	TE Juntale	(Registration, with late
	Prinz Reinitica	fee of 10 cents, up to
Postage 10 cents.)		10.45 A.M.) Letters
• •	1 . 4 . 5	Thursday, 6th Sept., 4.00 P.M.
The second secon	Samalea	Monday, 10th Sept., 4.00 P.M.
Samshui and Wuchow Samshui and Wuchow	Wuchow	Tuesday, 11th Sept.
Samshui and Wacaow		Registration 4.00 P.M.
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AMOV. SHANGHAL NAGASAKI, KOBE, YOKO-	America Marv	fee of 10 cents, up to
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	St	Thursday 13 Best., 4.00 P.M.
Samshul and Wuchow	Samshui	Wodnosday 26th Dept.
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SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER		Registration. With must
VICTORIA and VANCOUT hourd up to the	Empress of Japan	1 100 Of 10 garage at
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	PA	ASSED THE CANAL.
COMMERCIAL.	OUTWARD.	d July.—Raffre, Meurex, Larri-
	naga. 10th	July.—Carmarthenshire. 13th Jenhus, Odessa, Rokeby. 24th Jenhus, Odessa, Rokeby. 24th July
CLOSING QUOTATIONS.	July: -Berg	genius, Odesau, Javel 27th July aria, Mogul, Yaroslavl. 27th July
The second secon	July.—Asta	at July.—Morven. 3rd August
Thursday, 30th August	77 78	~ · · · · · · · · · · · · · · · · · · ·
and the second s	A cont	Panisa IMBIGHTEUSI ******
CN LONDON.— 2/0 J	77	I THE RESTRICT THE PROPERTY OF
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VESSELS EXPECTED.

THE INDIAN MAIL The steamer Lightning, with mails, &c., from afternoon of the 25th instant.

THE ENGLISH MAIL. The P. & O. steamer Clyde left Singapore for this port on the 27th instant, at 1 p.in., with the outward English mails, and is due here to-morrow, at about 8 a.m.

THE AMERICAN MAIL. The T. K. K. steamer America Mara, with Mails, &c., from San Francisco to the 3rd inst.; left Shanghai for this port on Wednesday, 29th inst., at midnight.

The P. M. steamer City of Peking, with mails. &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobs, Nagasaki and Shanghai on the 11th inst. The O. & O. steamer Gaelic, with mails, &c., FINHE Offices of the

left San Francisco for this port via Honolulu. Yokohama, Inland Sea, Kobe. Nagasaki and Shanghai on the 21st inst. THE GERMAN MAIL.

The Imperial German Mail steamer Prinz Heinrich left Kobo via Nagasaki, Shanghai and Foothow on the 27th inst., and may be expected here on or about Wednesday, the 5th September THE CANADIAN MAIL.

The C. P. R. steamer Empress of Japan left Vancouver on Monday, the 20th instant, for Hongkong via the usual ports of call. MERCHANT STEAMERS.

ist September. The N. Y. K. steamer Sanuki Muru (Europe Line) left Singapore for this port on the 28th inst., and is expected to arrive here on the 2nd

The steamer Mogul, from Europe, left Singa-

The steamer Bormida left Singapore on the 28th inst., and is expected to arrive here on the 3rd September.

The N. Y. K. steamer Sado Maru (Europe Line) left Kobe via Moji for this port on the 29th unit, and is expected to arrive here on the

The N. P. steamer Glenogle sailed from Tocoma for Japan and Hongkong on the 9th

Hamburg, Aachen, Charles Rogier, Moskra, Neuntung, Rhein, Sardinia, Strassburg, Ettrickdale. 17th August. -Adria, Patroclus, Tientsin, H. H. Meier, Phoenicia, Polynesien. 21st August .-- Macduff, Derbighshire, Melbourne, Glongarry, Nord, Adovr. America. Bamberg, Konigsberg. 24th August.-Bombay, Caledonica, Idomeneus, Alexandre III., Cymbeline. 28th August.-Dardanus, Sachsen, Glenturret, Pyrrhus, Koreo, Claverley, Gera, Lachampagne, Homeward .-- 20th July .-- Diomed. 24th July. -Socotra, - 10th August.-Indus. 21st

Angust Canton. 21th August .- Stentor ... 28th August. - Hitachi Maru. ARRIVALS AT HOME. - Benalder, Tonkin, Meneriforen Geno. Per Diaminute, from Marila, Misses H. Wallace and L. Elmore, Mrs. L. Griffithis, Mrs. J

Phillips, Basa, R. Panina, H. C. Johansen, F. Per Robilla, from Japan, Messrs. E. L. Lakin, R. Lakin, W. L. Wilson and N. A. Block, Mrs. Omayo Kida, Mrs. Brutton, child and amah, Mr.

and Mrs. Sahaf Bashi. Per Austalian, from Sydney, Messrs. H. S. Kempthorne and H. H. Wilson, Dr. Prausby Roberts, Miss Brausby Roberts, Miss Crumpe Messrs, E. K. Charrington, J. R. Dadds, Chas. E. Dadds, E. Sloper, C. E. Shields, Lucas, Miss Williams, Mrs. J. W. Wolf, Miss Wolf and Miss A. Wolf: from Queensland, Mr. Litt and Miss Westrop; from stranded steamer Futami Mara, Mr. B. H. Smith, Capt. and Mrs. N. E. Clarke, Mr. and Mrs. H. L. H. Percy, Capt. Com. N. Tanaka, Mrs. L. Jephson, Mr. H. A Cooper, Mrs. Cooper, Messrs. Sprague and F. Franks, Capt. Shinomiya. Mr. E. C. Orme. Miss H. Brown, Miss Pusley, Miss Macphail, Messrs, Singleton, R. W. Henderson, Y. Saito, Purser S. Kange. Doctor T. Takagawa. K Okabe, K. Yagi, S. Oyaki, Y. Ochini. N. Matsuno and S. Matsuo.

ZETLAND LODGE No. 525. E.C.

REGULAR MEETING of the ZET-LAND LODGE will be held at the Calcutta, left Singapore for this port on the FREEMASONS HALL on SATURDAY, the 1st September, at 8.30 for 9 P.M. precisely. Visiting Brothren are cordially invited to

Hongkong, 29th August, 1900. WO FAT & CO.

CHIP CHANDLERS, SAIL MAKERS GENERAL STOREKEEPERS, No. 11, LEE YUEN STREET, EAST. Hongkong, 25th July, 1990.

NOTICE OF REMOVAL.

HONGKONG DAILY PRESS. CHUNG NGOI SAN PO. CHRONICLE & DIRECTORY. have this day been Removed to

9. PRAYA CENTRAL, Entrances East Lane, recently Messrs. Wendt & Co.'s Offices, behind Messra. Shewan. Tomes & Co.'s premises. Hougkong 1st May, 1900.

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CHINA COAST METEOROLOGICAL

REGISTER, 20th AUGUST, P.H.

STATION. V'divostock | 2] Tokyo hochl Nagasaki ... Kagoshima Tanoxu ... 1 Taichu Tuman Kosnun Peschaores thutzuif ... 3 p Sharp Peak Amay Swatow Canton Houghoug Victa Poak dap Rock ... Musika Haipnong ... 1 p. Munda 4 p. Mante 3 p. Bassiod ..., ,, morto ... olion Ceou C. S. James, V'divostock 7 a. Kagoshima Tamoka ... 5 a. Turenti Tainan Kosnun - w Pescadores Gutziaff ... 9a. SI NW Sharp Peak

C. S. James 7 a. --- Waw 2 0 On the 30that 11.55 a.m. The barometer has risen in S. China ceeds the normal on the China coast and in Japan, and is highest in the latter area. Gradients slight for NE, winds in a China and the N. part of the China Sea, and for SW. winds over the middle part of the China Sea. Forecast: light to moderate NE. winds; fair.

20.00 89

83 4 87 N

NE

- - 0

--- AW 1

ENE 2

- NNE 1 0

sw 2 b

81

Previous On date On date day 4 p.m. at 10 a.m. Carometer Temperature with the Humwilty Direction of wind.... Weather Hongkong Observatory, Joth August,

Barometer 9 A.M. . 20 No Therm 9 A.M. (Wet ball) Barometer 1 P.M. 29.85 Therm, 1 P.M. (Wetbuth) 79 Barometer 4 P.M. 29.83 Thermids Mr. (Wed halls) 78 Thermon, 9 s.m. . . 81 Therm, Maximum 80 Thermore, 1 r.a ... 86 Therm, Maximum over-Thermers, 4P.m. 85 night

HONGKONG TIDE TABLE. 31st August to the 6th September, 1900.

HIGH WATER Hongkong Helght. Hongkong Helght. Mean Time. it. In. m 7 53 m - 0 63 6 52 4 1 0 m 10.40 No interior nor lowm 11 40 nor low- water. ni bala - ba 10 30 a 1 10 4 11 1 14 11 -11 3

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